

**The Delaware and Hudson Canal Company**  
**Addendum II (December 31, 2019) to**  
**S. Robert Powell's Twenty-four Volume Series on the**  
**Delaware and Hudson Railroad**



*Abutment of Roebling's Lackawaxen Aqueduct on the Western Shore of the Lackawaxen River.* There were two spans of 115 feet each in this aqueduct, with a pier in the middle of the river. Two seven-inch cables, each containing 1,624 wires, in seven bundles, supported the aqueduct, which opened in the spring of 1849. Roebling's contract price for the bridge was \$18,650. Photo in the collection of the Carbondale D&H Transportation Museum.

**By**

**S. Robert Powell, Ph.D.**

**Published by the Carbondale Historical Society & Museum, Inc.**

**December 31, 2019**



This volume was published as an e-book/DVD on December 31, 2019 by the Carbondale Historical Society and Museum, Carbondale, PA <[www.carbondalepahistorical.org](http://www.carbondalepahistorical.org)>

Copyright 2019 by the Carbondale Historical Society and Museum, Inc.  
412 pages

A History of the  
**Delaware and Hudson Canal Company**  
in 24 Volumes

S. Robert Powell, Ph.D., 1974  
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth Century
XVIII	Breakers
XIX	The Stourbridge Lion
XX	The Honesdale Branch of the D&H
XXI	The Anthracite Coal Strike of 1902
XXII	The People: the D&H, the Community
XXIII	The Quality of Life in the Lackawanna Valley in the Nineteenth Century
XXIV	The Birth and First Maturity of Industrial America
XXV	Addendum I



## Introduction

Presented herein is a substantial body of material on the Delaware and Hudson Railroad and Canal that has surfaced / been posited / been synthesized in 2019. All of these D&H materials will ultimately be incorporated into the volumes in the author's 24-volume history of the Delaware and Hudson Canal Company. In the meantime, they are here, in a "D&H lifeboat," so to speak, and ready to be "incorporated" into that 24-volume series.

We are pleased to express here our thanks to Larry Rine (West Lebanon, NH), to Mike Bischak (Simpson, PA), and to Stacy Gardner (Forest City, PA), all of whom have made available for publication here important D&H material that they have produced/written or discovered that must be incorporated, for the record, into the ever-growing body of data on the D&H.

Larry is an unofficial Internet detective, and has located there some very wonderful D&H materials and/or objects that have been scanned or photographed and presented here. Mike is a professional photographer and many of his railroad photographs are presented herein. At the same time, he is an enthusiastic railfan who works as an engineer for the Reading Blue Mountain & Northern Railroad and whose on-the-job railroad experience and knowledge have been very valuable in identifying railroad sites and operating systems that are described/presented here. Stacy Gardner has a remarkable engineering/technical eye, especially when it comes to bridges and mechanical systems, and has examined carefully hundreds of D&H photographs and identified and described the components of those photographs for the record. Stacy's original contributions herein to the history of the D&H, by means of photos with call outs and labels, are many, and the recorded history of the D&H has been enriched significantly by his fine work.

Important primary documents on the history of the Delaware and Hudson Gravity Railroad and Canal, which were not generally available and/or read by D&H historians in the past 150 years, have now been scanned--or are being prepared for scanning (e.g., the tens of thousands of personnel documents in the holdings of the Carbondale Historical Society from the anthracite mining and breaker industries in northeastern Pennsylvania)--and are now (or will ultimately be) publicly available to all on-line. Among those documents now accessible to all on-line, for example, in the Hathi Trust Digital Library, are important documents on anthracite mining and D&H corporate history, as well as all eight volumes of the proceedings in the New York Supreme Court relating to the celebrated legal proceedings between the D&H and the Pennsylvania Coal Company. We have read all of those D&H/PCC volumes, and can state with assurance that all existing volumes on the history of the D&H Canal will now have to be updated and/or corrected based on the testimony (including 77 pages of fact-filled testimony by Russel F. Lord, for example) presented in those volumes in that high visibility legal proceeding.

Much historical research and writing remains to be done on the D&H, and surely important new discoveries will be made in the coming years. It's an immensely gratifying and rewarding process. The clock is ticking. There's not a minute to lose. On with the show.

S. Robert Powell  
December 31, 2019

## Table of Contents

1. Ludolph Hensel Stereocard No. 1190: *Del. & Hud. Gravity Road Depot, Carbondale, PA.*
2. D&H mobile display advertizing. Ad from the August 12, 1957 issue of *Railway Age* that was posted on Facebook on November 3, 2018 by Guy Fluck in the Delaware and Hudson Railroad group.
3. Proposed Pittston Cemetery Tour under the direction of Ed Philbin. Many early PA Coal Co. employees, especially members of the Law and Bryden families, are interred there.
4. Coal used on *Titanic*
5. Address by Leonor Fresnel Loree at the D&H centennial banquet in the Hotel Astor in New York City on April 23, 1923
6. Quality of Life: Carbondale City Hall, 1901
7. Braking system on D&H coal wagons; unloading/loading coal at the D&H Canal basin in Honesdale. Analysis and description by Stacy Gardner
8. D&H “farm” at Olyphant
9. The Jefferson Connection: Southern Tier Main Line--Jefferson Connection--D&H from Jefferson Junction to Nineveh: Photos by Mike Bischak
10. E. W. Howell (coal dealer) ad, posted in D&H group on Facebook on November 13, 2018 by Brian Saul
11. Agriculture: the plow, and the agricultural revolution
12. American Locomotive and General Electric ad from the 1940s, posted by Chris Murphy on Facebook on November 18, 2018
13. The D&H Gravity Railroad and D&H Breakers: “industrial wonders of the day”
14. “The D&H Gravity Railroad: Five Configurations (Part 2)” by S. R. Powell published in December 2018 *BLHS Bulletin*, pp. 12, 14.
15. Detailed report by Steve Wagner in “Open Platform Observations” (*BLHS Bulletin*, December 2018, pp. 26-28) on Kip Grant’s presentation on the Lake George Branch of the D&H at the October 6, 2018 meeting of the BLHS at Queensbury, NY.
16. Merchant Tanner’s Line ad from 1899 posted on Facebook on November 25, 2018 by John Malia in the New York Railroads, Turnpikes and Canals group
17. D&H Timetable, Pennsylvania Division, corrected to June 27, 1920. Collection of Wayne County Historical Society
18. Letter, dated December 11, 1830, from D&H President John Bolton to the “Executive of the State of New York”
19. Letter, dated July 3, 1884, from Thomas Dickson to Rollin Manville about an accusation made by a person named Williams against another D&H employee
20. *Steamboat Landing and D. & H. Station, Lake George, N. Y.*, post card, posted on Facebook, in the Delaware and Hudson Railroad group, on November 28, 2018, by Richard L Vanderbilt.
21. Coal Miners Remembered monument, Blakely Borough, dedicated on October 7, 2018; project initiated and carried to a successful conclusion by Silvia Passeri, Peckville.



22. Coalbrook Breaker as seen from the culm piles on the Dundaff Street side of the breaker, looking into the D&H Yard. Photos from Jean Doherty, who is an Administrative Assistant at the National Soaring Museum (607-734-3128, info@soaringmuseum.org), December 6, 2018. Identified by Mike Bischak, December 6, 2018
23. Three new Jefferson Branch of the Erie Railroad photos. Found by Mike Bischak on December 8, 2018 on the Internet (northamericaninterlockings.com); also two photos taken at WC cabin, Simpson, PA
24. Anthracite coal mining in Pennsylvania in the 21<sup>st</sup> century: article by Eliza Griswold in the July 3, 2017 issue, pp. 48-57, of *The New Yorker* titled "UNDERMINED A local activist fights for the future of coal country"
25. Delaware, Lackawaxen & Stourbridge (DL&S). Material about this rail line gathered and synthesized by Breezy for a write-up that he prepared for the Lackawanna and Wyoming Valley chapter of the NRHS's 45<sup>th</sup> anniversary excursion on the DL&S.
26. Derailment of D&H No. 1527 at Ararat, PA, January 16, 1947: On December 10, 2018, Mike Bischak sent to us copies of four photographs of this derailment that are in his photo archive of this accident.
27. More on Owney: Material on Owney that is reported on pp. 39-45 of *Addendum I* sent to Jennifer Manwell in Hanover, NH.
28. *Delaware & Hudson STEAM In Color* by Chuck Youngkurth (Morning Sun Books, Inc., 2001). This is a remarkable book with scores of excellent full-color photographs of D&H steam engines.
29. The Roebling Aqueducts on the D&H Canal: Roebling's contract covered only the super-structure or suspended spans, including all iron, timber and wire work; the D&H did all the masonry and cement work.
30. Wreck at Jefferson Junction on August 6, 1907: three photographs of this accident from the collection of Mike Bischak
31. More on the Forest City Kicker: clarifications and corrections to Mark C. Walsh's article in the August 2012 *Rail-Trail News*
32. S. R. Powell's article on the 1859 configuration of the D&H Gravity Railroad, as published in the January 2019 issue of the *Bridge Line Historical Society Bulletin*
33. Stereocards and Virtual Reality: the Delaware and Hudson and Pennsylvania Coal Company stereographs of Ludolph Hensel
34. More on the Binghamton Roundhouse from Chris MacDermot and from Mike Bischak
35. *The Mule Yard* by James D. Tolerico is a 139-page autobiographical reminiscence by a native of the Bushwick section of Carbondale / Carbondale Township.
36. The *Swansea and Mumbles Railway* is the oldest passenger railway in the world.
37. Thomas Orchard, who served the D&H as Master Car Builder, was the architect who designed--and under whose direction was built--the 1860 Carbondale City Hall.
38. The movement of the D&H coal wagons and passenger coaches up and down the planes, and down the levels, on the Gravity Railroad.
39. Notes on the Knox Mine Disaster, January 22, 1959

40. Article titled "Return Journey to America by Côr Dathlu Cwmtawe" by S. Robert Powel that was published in the January-February 2019 issue (p. 27) of *Ninnau*
41. *Addendum I (December 31, 2018) to S. Robert Powell's Twenty-Four Volume Series on the Delaware and Hudson Railroad* was published on December 31, 2018.
42. Photograph of *D&H Stock Car, No. 16225*, offered for sale on E-Bay, December 2018
43. Good photograph, posted on Facebook on December 29, 2018, of the *Towpath Bridge and East Fourth Street Bridge over the Lackawaxen River at Honesdale*
44. *The "Old" Roundhouse at Oneonta*. Photograph posted by Rennie M. Elliott on the Delaware and Hudson Facebook page, December 29, 2018
45. *D&H Railroad Yard at Whitehall, NY*. Photograph posted on the Delaware and Hudson Facebook page on December 30, 2018 by Brian A. Griffin
46. More on the 1900 D&H Honesdale Branch bridge at Honesdale
47. *D&H No. 828 (2-8-0, Camelback) in Carbondale*. Photo offered for sale on E-Bay and January 1, 2019
48. "Hudson Coal Company -- Pay Statement, Coal Brook, March 16-31, 1951" for John C. Davies, who was a miner.
49. The unidentified roundhouse on page 337 in *Addendum I...* is the Delanson Roundhouse in 1889.
50. D&H Canal boat name sign, *Olive and Melinda*
51. Medical "benefits" to passengers in the smoking cars on nineteenth-century trains
52. *D&H steam, 1951-1952*. Film clips (<https://youtu.be/acYg8zWVmfU>), from Walter Kierzkowski, nephew of Helen Tomaine of Jermyn, PA, January 14, 2019
53. Part 4 of S. R. Powell's 5-part series on the D&H Gravity Railroad (see Volume 25, pp. 355-359) was published in the February 2019 issue of the *BLHS Bulletin*, pages 16-17, 20-21
54. Photo by Hugh Strobel of two Penn Central pushers at Ararat Summit, having cut off from a D&H train headed for Lanesboro (*BLHS Bulletin*, February 2019, p. 45).
55. C. P. Wurts photo offered for sale on E-Bay, February 3, 2019
56. Lake George photo offered for sale on E-Bay, February 3, 2019
57. Boats and Barges on the D&H Canal
58. Shawn Connolly (Chicopee, MA) and the Jefferson Branch of the Erie Railroad
59. S. Robert Powell and John V. Buberniak doing a Gravity Railroad talk in 2011 at the Dorflinger Suydam Sanctuary in White Mills, PA
60. Stone sleepers on the D&H: Inquiry, February 9, 2019, from Pierre Lacombe, with reply from S. Robert Powell
61. D&H Passenger Timetable, June 12, 1882; offered for sale on E-Bay on February 12, 2019
62. D&H Oneonta Roundhouse in colorized post card view; offered for sale on E-Bay on February 12, 2019
63. D&H Tracks in Oneonta Yard; black and white post card, offered for sale on E-Bay on February 12, 2019
64. Two D&H letters from 1898 from W. S. Rodie, Sales Agent, Eastern Rail Agency, New York City; both letters donated to the Carbondale Historical Society by Larry Rine, West Lebanon, NH, on February 12, 2019



65. The Honesdale and Clarksville Turnpike and the D&H: article by S. R. Powell, published in the April 2018 issue of the *Bridge Line Historical Society Bulletin*:
66. Quality of Life: Historical data about Saint Basil the Great Russian Orthodox Church of Simpson, PA, and Saint John the Baptist Russian Orthodox Church of Mayfield, PA
67. Two newspaper clippings (one from 1962 and one from 1964) about the Carbondale Mine Fire
68. Steam engine and passenger coach in Carbondale parade during the Carbondale Centennial Celebration, September 16-22, 1951
69. Two D&H Honesdale Branch photographs from a Carbondale family photo album that was purchased at auction by Carl Reichart, Honesdale, PA in 2019
70. Four photographs of D&H passenger coaches at the D&H Seventh Avenue station in November 1917; these are photographs of drafted men leaving for Camp Meade.
71. Part 5 of S. R. Powell's 5-part series on the D&H Gravity Railroad (see Volume 25, pp. 360-364) was published in the March 2019 issue (Volume 29, Number 3) of the *BLHS Bulletin* on pages 12-14, 20); also other Pennsylvania Division material/notes published in the March 2019 issue of the *BLHS Bulletin*.
72. Recent technological and engineering discoveries by Stacy L. Gardner, Jr. (Forest City, PA) about the D&H Gravity Railroad
73. Two D&H tickets, Carbondale/Scranton, in the collection of Bruce Smallacombe, Jermyn, PA
74. "Program of Exercises, Memorial Day, May 30, 1912, Also Opening of the New Federal Building...", in the collection of Bruce Smallacombe, Jermyn, PA
75. "The Masque of Lackawanna / Historical Pageant / Carbondale in / Song, Story, Symbolic Dancing / July 4th, 1917," in the collection of Bruce Smallacombe, Jermyn, PA
76. "The Anthracite Strike of 1902 A Few Thoughts" by Robert McDonough, Olyphant, PA, 2018/2019. Copy No. 10 presented to the Carbondale Historical Society on May 5, 2019.
77. Delaware and Hudson round-trip ticket, first class, between Schoharie Junction and Albany. Ticket issued to E. H. Dacchau (?), complements of Coe F. Young, D&H Vice President and General Manager, on June 22, 1885, and valid until August 31, 1885.
78. Article, in the collection of the Minisink Valley Historical Society, titled "Immense Movement of Coal" that was published in the *Evening Gazette*, November 23, 1869
79. Shipments of Pennsylvania Coal Company coal via the Erie Railway: Newspaper article ("Erie Railway Matters," *Evening Gazette*, December 16, 1869) in the collection of the Minnisink Valley Historical Society.
80. Starting in June 1882, all Erie passenger engines burned hard coal (notice, in the collection of the Minnisink Valley Historical Society, published in the *Port Jervis Gazette* on June 8, 1882):
81. *D&H Canal, Pennsylvania Lock No. 4*. Photo by "A. L. Taylor / View Artist / James Street / Middletown, N. Y." Photo in the collection of the Minisink Valley Historical Society.
82. *Passenger and Freight Train Departing for Carbondale from the Former Gravity Depot in Honesdale*. Photo in the collection of Stacy Gardner, Forest City, PA.

83. Two photographs taken at Lackawaxen, PA by “A. L. Taylor / View Artist / James Street / Middletown, N.Y.”; both in the collection of the Minisink Valley Historical Society, Port Jervis, NY
84. *D&H Aqueduct at Cuddebackville, NY*. Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY
85. *Canal Basin Honesdale, Looking East*. Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY
86. *Along the Canal, Cuddebackville, NY*. Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY
87. The first meeting of the Board of Managers of the Delaware and Hudson Canal Company took place on March 8, 1825.
88. On March 12, 1850, the D&H Canal Company purchased Jacob DePuy's Stone House Tavern, along with his cement mill and other property, for \$20,000.
89. Two post card views of the Union Depot, Honesdale, PA; photo of retail coal pockets at Honesdale
90. Anthracite coal was first used by Hudson River steamboats on March 18, 1831. In order to do so, those boats were fitted out with Dr. Nott's "Patent Tubular Anthracite Coal Boiler".
91. Photograph of the original D&H stone arch aqueduct at High Falls, NY.
92. D&H Carbondale and Pennsylvania Division photographs published in the April 2019 issue of the *Bridge Line Historical Society Bulletin*
93. *D&H Canal Basin, Honesdale: A Closer Look* by Stacy Gardner, Forest City, PA
94. D&H Accident on Richmondville Hill, July 15, 1941. Photos by John Taibi from *Roads, Rivers, and Rails*, Volume I, p. 81. Photos posted on Facebook, March 24, 2019.
95. Northern Electric Street Railway, Clarks Summit, PA. Three photos posted on Facebook on March 29, 2019 by Rosanne Guerra.
96. A closer look on March 29, 2019, by Stacy Gardner, Forest City, PA, at two D&H photographs: the Gravity Shops, and D&H Canal Boats at Rondout.
97. Movable Track, photo with identification labels by Stacy Gardner, April 1, 2019
98. *Plane No. 13*, photo with labels from Stacy Gardner, April 2, 2019
99. Photo of light track bridge over Plane No. 5, with identification labels by Stacy Gardner, April 3, 2019
100. D&H Floral Fetes at Saratoga, NY
101. Photo of D&H Racket Brook Washery, with identification labels by Stacy Gardner, April 3, 2019
102. Photo of Plane No. 23, with identification labels by Stacy Gardner, April 5, 2019
103. Two remarkable discoveries by Stacy Gardner, on April 6, 2019, in a D&H Canal basin photograph
104. Free ride on an empty D&H coal car: Discovery by Stacy Gardner
105. D&H Summer Cars by Stacy Gardner
106. “Little Starrucca” (Thompson, PA). Photo taken on April 6, 2019 by Shane Blische, and posted by him on Facebook, April 9, 2019.



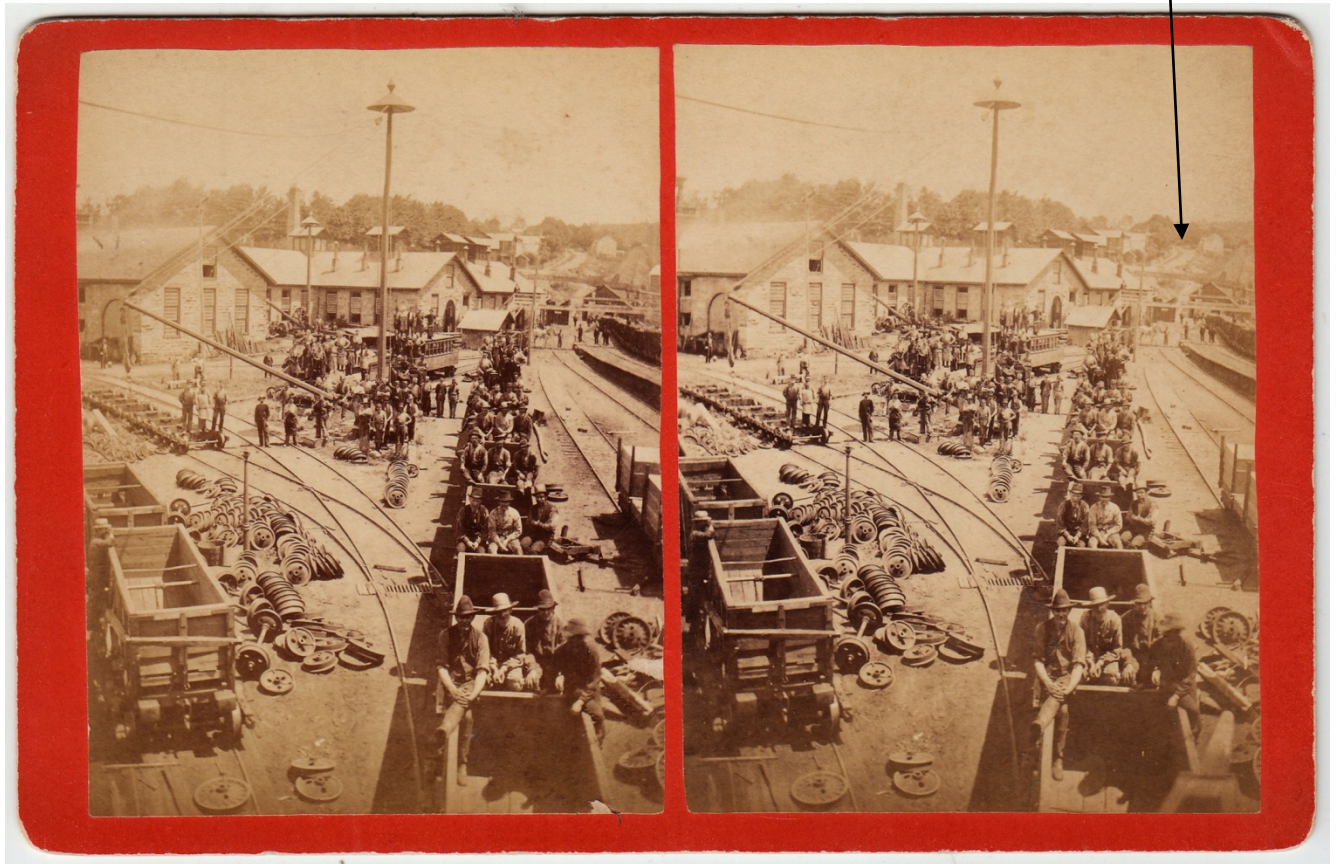
107. *History of the Delaware and Hudson Canal Company* in J. A. Clark's *The Wyoming Valley, Upper Waters of the Susquehanna, and the Lackawanna Coal-Region*, 1875
108. James Archbald was born on Little Cumbrae island in the Firth of Clyde, in North Ayrshire, Scotland, on 03 March 1793.
109. Coal cars with brakes locked in a horizontal position. Photo from Stacy Gardner, April 12, 2019, who asked: "Where was this breaker?"
110. Steam Shovel at D&H Canal Basin. Two photos from Stacy Gardner, April 13, 2019.
111. Baptist Sunday School excursion to Mountain Park proposed by E. M. Peck, Lumber Agent, Delaware and Hudson Canal Company, Pennsylvania Division
112. End of High Falls Aqueduct. Photo downloaded from D&H Canal Museum Facebook page, April 21, 2019
113. This is not a D&H Aqueduct. It's the Rexford Aqueduct over the Upper Mohawk River on the Erie Canal, near Schenectady, NY
114. E. & H. T. Anthony Stereocard of High Falls Aqueduct
115. Coal Storage at Honesdale: Photo posted by D&H Canal Museum on their Facebook page, April 2019
116. Review of S. R. Powell's D&H Volume XIV by Mike ("Breezy") Bischak, April 26, 2019
117. Technology identifications at Plane No. 23 by Stacy Gardner on May 3, 2019
118. Derailers and Dogs by Stacy Gardner, May 4, 2019
119. D&H Locktenders
120. A second look at Plane No. 28 by Stacy Gardner, May 4, 2019.
121. Sidney, NY. post card posted on May 4, 2019 in the Delaware and Hudson group on Facebook by Charlie Northup
122. Rain or shine, the Gravity Railroad continued to operate. Photos with IDs by Stacy Gardner.
123. "The Saratoga Express" by S. Robert Powell (*BLHS Bulletin*, May 2019, pp. 7, 10)
124. The Pennsylvania Division in the May 2019 *BLHS Bulletin*: 7 engine photos, four of them by Mike Bischak, Simpson, PA
125. "The Delaware and Hudson Railroad Headquarters in Albany, New York" by Howard Hontz (*BLHS Bulletin*, May 2019, p. 4)
126. Unveiling of D&H Canal marker on Route 97, April 24, 2019
127. Dog's Nest at Honesdale; material from Stacy May 7, 2019
128. Plane No. 13 area; photos with identification labels by Stacy Gardner
129. Photos (canal basin, culm, Phillipsport), with labels, from Stacy Gardner, May 17, 2019
130. S. R. Powell's article, titled "The D&H's Boston Express", as published in the June 2019 issue of the *Bridge Line Historical Society Bulletin*, pp. 16-17
131. Several D&H items from the June 2019 issue of the *Bridge Line Historical Society Bulletin*
132. Forest City photo from Stacy Gardner, May 22, 2019
133. Photos (first Erie train out of Honesdale; Erie train at White Mills) from Stacy Gardner, May 22, 2019
134. Three photos (D&H Caboose at Oneonta; D&H insurance; cone-cleaned scatter tag) from Stacy Gardner, May 24, 2019
135. Racket Brook Washery, from Stacy Gardner, March 25, 2019

136. SRP baseball article for *BLHS Bulletin*; sent to Jim Bachorz on May 19, 2019
137. D&H Canal Basin, from Stacy Gardner, May 29, 2019
138. D&H letter, dated August 15, 1894, from Larry Rine, June 1, 2019
139. Two post card views of the Waymart steam line station and area; from Stacy Gardner, June 6, 2019
140. Plane No. 6, photo with identifications by Stacy Gardner, June 6, 2019
141. Excursion flat car at Prompton, Plane No. 15 in Gravity era. Photo from Stacy Gardner
142. Seven D&H timetables from Larry Rine, June 1, 2019
143. Two photos of Delanson, NY from Stacy Gardner June 12, 2019
144. Oneonta Yard, post card view posted on Facebook on June 13, 2019 by Dave Sue Ploutz
145. A “hostler” on the railroad; from Stacy Gardner, May 17, 2019
146. Photo of Engine at D&H Switchback, from Stacy Gardner, June 20, 2019
147. Two photos of D&H rail cars for yard work/ inspections, from Stacy Gardner, June 21, 2019
148. Photo of Gravity Shops, Carbondale, offered for sale on E-Bay on June 21, 2019
149. Map view of Switchback at Shepherd’s Crook, from Stacy Gardner, June 24, 2019
150. Photo of Lock No. 1 on the D&H Canal
151. Photo of Chase Elevator for unloading D&H Canal boats at Rondout
152. Two photos of a train wreck in Jermyn, 1911; from Stacy Gardner, July 1, 2019
153. Wye at Ararat, Wye at Cascade: photos with identification labels, from Stacy Gardner, July 1, 2019
154. Photo of D&H water tower: Central Bridge/Carbondale; from Breezy, July 4, 2019
155. Photo posted by Thomas Pemrick on Facebook on July 7, 2019; location identified by Bill Boardman as Colonie Yard in Watervliet, NY, better known as the “North Gate”
156. Photograph of Binghamton D&H turntable; photo posted by Patrick J. Cassidy on Delaware and Hudson Facebook page on July 10, 2019
157. D&H General Electric U33C #755 leads train AM-4 (Allentown to Montreal) northward through Carbondale yard, March 23, 1978. Photo by Mike Bischak.
158. Plane No. 22 and Level No. 23 at Peckville; from Stacy Gardner, July 16, 2019
159. Bridge for loaded track across Lackawanna at Archbald; from Stacy Gardner, July 18, 2019; commentary by Ed Casey
160. Gravity Railroad bridge at Olyphant, from Stacy Gardner, July 20, 2019
161. Four Gravity Railroad passenger cars at Farview Station. Photo in the collection of the Wayne County Historical Society.
162. FA Tower, Oneonta, September 1976, posted on Facebook on July 27, 2019 by Patrick J. Cassidy
163. “The saga of D&H Auxiliary Tender No. 35508” by Stacy Gardner, July 29, 2019
164. Derailment of D&H Challenger No. 1517 at Central Bridge, NY, May 1945. Photo with commentary from Stacy Gardner, July 31, 2019.

## Addendum II

1. **Addition for Volume IV:** Ludolph Hensel Stereocard No. 1190: *Del. & Hud. Gravity Road Depot, Carbondale, PA.* Note that the men seen in this photograph have all left their work stations and are shown here as they pose for the photograph.

Plane No. 1



*1190--Del. & Hud. Gravity Road Depot by Ludolph Hensel, Port Jervis, N. Y.*



Label on the top half of the back of the photograph shown on the preceding page:

STEREOSCOPIC VIEWS  
OF  
CARBONDALE, PA.

Photographed and Published by  
L. HENSEL, Port Jervis, N. Y.

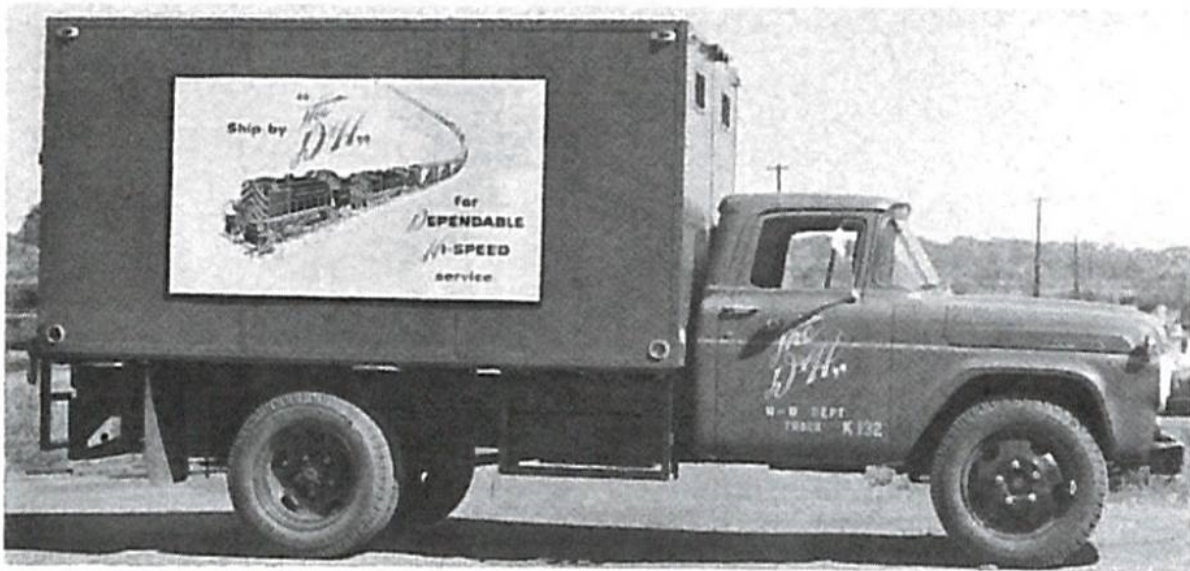
NO. 1190 +

No.

- 1167-1168—THE MARCY HOUSE. near Del. & Hud. depot.
- 1169—View down Main street from the Marcy House.
- 1170—View down Main street from Wall street.
- 1171—Looking up Main street from Wall street.
- 1172—View up Main street from City Hall.
- 1173—East side of Main street, looking up from City Hall.
- 1174—West side of Main street, looking up from City Hall.
- 1175—East side of Main street, looking down from City Hall.
- 1176—West side of Main street, looking down from City Hall.
- 1177—Episcopal Church, seen from Main street.
- 1178—Episcopal Church, seen from the Bridge.
- 1179—The Roman Catholic Church, front view.
- 1180—View down Wall street, from Main street.
- 1181—Jermyn Block, Wall street.
- 1182—View down Church street.
- 1183—View of the Churches on Church street.
- 1184—Presbyterian Church, Church street.
- 1185—Carbondale, seen from above the Highworks.
- 1186—Head of No. 28 Plane, and Carbondale seen from above the Highworks.
- 1187-1188-1189—Van Bergen & Co's Iron Foundry.
- 1190—Del. & Hud. Gravity Road Depot.



2. **Addition for Volume XXIV:** D&H mobile display advertizing. Ad from the August 12, 1957 issue of *Railway Age* that was posted on Facebook on November 3, 2018 by Guy Fluck in the Delaware and Hudson Railroad group. One of these truck signs is in the holdings of the Carbondale D&H Transportation Museum.



### **D&H Dresses up Trucks to Promote Service**

"Dependable, Hi-Speed" service provided by the Delaware & Hudson is being heralded in the highways and by-ways by this use of the van sides for some mobile

display advertising. All maintenance of way department trucks have been converted into roving billboards featuring the full-color message.

3. **Addition for Volume XXIV:** Pittston Cemetery Tour: Ed Philbin <edlvrr@gmail.com> was present at S. R. Powell's talk on September 13, 2018 on the five configurations of the D&H Gravity Railroad at the monthly meeting of the Lackawanna & Wyoming Valley Railroad chapter of the National Railway Historical Society at Avoca. The primary focus of that historical group is the Laurel Line, a Pennsylvania third rail electric interurban streetcar line between Scranton and Wilkes-Barre, which operated commuter train service from 1903 to 1952, and freight service until 1976.

Following that meeting, Ed invited the author to attend a walk in the Pittston Cemetery on October 27 from 3-5 P.M. In that cemetery are many monuments that mark the graves of former Pennsylvania Coal Company employees. The walk was cancelled due to rain, and was rescheduled for November 3. Again on November 3, the walk was cancelled because of rain. When he had to cancel the tour for the second time, Ed included in his cancellation note to S. R. Powell the following note: "I am going to forward the script [of the tour] to you for your reading pleasure. We'll have to get together and do a private tour."

When he invited Powell to the October 27 tour he included the following note in his email message: “My name is Ed Philbin. I work at the RBMN [The Reading Blue Mountain and Northern Railroad] w Breezy and am a [Laurel Line Historical Society] chapter member. I enjoyed your presentation on the D&H gravity. I’m also involved with the GPHS [Greater Pittston Historical Society] and our upcoming cemetery walk at Pittston Cemetery. We have many early PA Coal Co. employees especially the Law and Bryden families. Both sides of my dad’s family worked for the coal company in the Port Griffith area. My grandfather Philbin also worked for the Knox until injured in 1954. They were all Irish and lived in Sebastopol and Port Griffith. I still live in Upper Port today. Our walk is scheduled for Oct. 27 from 3-5 pm at the Pittston Cemetery. A donation is requested. Please use Swallow Street gate. Hope to talk with you some day.”

This walk in the Pittston Cemetery will be a good opportunity to learn more about the Pennsylvania Coal Company in the Pittston/Port Griffith area. Hopefully the walk will take place in the Spring of 2019.

**4. Addition for Volume XVII:** Coal on *Titanic*: *Titanic* needed over 600 tons of coal per day to keep the enormous engines powered, so it left Southampton with over 6,000 tons of coal on board. That coal was shoveled into large boilers that had three furnaces.

At the time of sailing, it has recently come to light, there was an enormous and uncontrollable coal fire below deck on *Titanic*. The crew was unable to put out the fire. The ship sailed with a fire burning in its hull. That fire, it is now alleged, could be the main reason that *Titanic* sank.

**5. Addition for Volume XXIV:** Here is the address that was delivered by Leonor F. Loree (President of the D&H from 1907 to 1938) at the D&H centennial banquet in the Hotel Astor in New York City on April 23, 1923:

AN ADDRESS

By L. F. LOREE,

President, The Delaware and Hudson Company,

at a Dinner at the Hotel Astor, New York City.

April 23, 1923



To celebrate the One Hundredth Anniversary of the  
Founding of The Delaware and Hudson Company



AN ADDRESS

By L. F. LOREE,

President, The Delaware and Hudson Company.

at a Dinner at the Hotel Astor, New York City.  
April 23, 1923

3.

To celebrate the One Hundredth Anniversary of the  
Founding of The Delaware and Hudson Company

ADDRESS OF L. F. LOREE, PRESIDENT, THE DELA-  
WARE AND HUDSON COMPANY, AT CENTENNIAL  
CELEBRATION DINNER, HOTEL ASTOR, NEW  
YORK CITY, APRIL 23, 1923.

The progress of the United States during the century we commemorate has no parallel in any other time or clime. The young giant, Steam, at its beginning, just becoming cognizant of his own powers, here found a field abounding in natural resources, in rich virginity, substantially unoccupied, awaiting his tillage. Enterprising boldly and with ever advancing aspiration, industries were established, cities founded and States organized in regions in which the yell of the raiding savage mingled with the whistle of factory and locomotive. By successive steps there grew, within the century, a nation increased by more than one hundred million inhabitants, founded upon the liberty of the individual, the sanctity of the family and the right to private property; a nation rich in its literature and art, strong in its spiritual traditions, in wealth greater than any other, in productive power amazing the World, capable of dictating peace to embattled Europe and enforcing its arbitrament by an army of three millions moved across three thousand miles of sea.

The Delaware and Hudson Company has borne its prominent part at every period of this development. Created to market coal, it established the use of anthracite in New York City, northern New York and New England. It imported the first locomotive that was ever operated in this country, and it has built up a railway system that traverses three States and a Canadian province. It has aided agriculture and manufacturing, stimulated and undertaken forestry development, mined iron and made and marketed steel. Its steamboats ply the

4

waters of Lake Champlain and Lake George, on the shores of which stand its hotels; its traction lines and its electric power plant serve the Capital District of New York. The multitude of its loyal and deserving employees, liberally provided for in the scales of remuneration, is guarded against losses from the major hazards of life; injury, illness, unemployment, superannuation, death; by a generous system of pensions and by insurance secured through the corporation and carried in part at its expense. In short it is, and has been for a hundred years, a "going concern," diverse in its activities, progressive in its methods, strong in its integrity and credit, laboring to discharge its full duty to the communities it serves, sharing in the labor and justly expecting to share in the gains of national development.

It is not easy to visualize the conditions of April 23, 1823. New York, which had just superseded Virginia as the most populous State, had fewer inhabitants than are now found in Connecticut or Maryland. Florida had been acquired but not assimilated, Texas and California were still Mexican, Oregon was a no-man's land not yet deemed worth claiming. The Union held twenty-four States of which only two, Louisiana and Missouri, extended west of the Mississippi river. Within its nominal area were great regions that were held by Indian tribes which had the status of "distinct, independent, political communities," not controlled by the legislative authority of Congress or of any State, claiming and exercising the right to exclude citizens of the United States from their borders.

We are met to celebrate the one hundredth anniversary of the birth of The Delaware and Hudson Company. Something may, then, appropriately be said of the reasons for its being and the circumstances of its youth.

In 1814 there were engaged as drygoods merchants in Philadelphia four brothers, William, Maurice, Charles Stewart,

5

and John, born in Flanders, N. J., between 1783 and 1792 of a Swiss family named Wurts. They occupied an important and highly respectable position. For although the fuel value of anthracite had been demonstrated more than fifty years previously, its qualities were known to few and no stable market in which it could be sold existed.

About this time William Wurts began an exploration of Pennsylvania streams and forests in a search for anthracite, finally locating and purchasing lands in the Lackawanna Valley. They established their headquarters at Carbondale, giving the name to the place about the year 1822; here they opened a rude mine, which afterwards became the nucleus of the first mines of this company, which they did so much to form. During that year they mined nearly 1,000 tons of anthracite but found themselves shut out from Philadelphia, then the only market, by the Lehigh coal, nearer and with better transportation facilities. For a market they turned, therefore, to the City of New York, and formed a plan to cross the Moosic mountains, through Rix's Gap, to the waters of the Lackawanna river and to build a canal thence to the Hudson river at Rondout.

The Duke of Bridgewater had completed his canal between Worsley and Manchester in England, in 1761, and it had been visited that year by General Philip Schuyler, of Albany, who, upon his return, advocated similar enterprises in this country, and in 1792 the South Hadley and Montague canal, five miles long, around the rapids of the Connecticut river at South Hadley, Mass., was opened as the first American canal. This led to the Erie canal, work on which was begun in 1817, an enterprise of national importance, that fixed popular imagination upon this means of transportation; steam navigation of deep waters having already been successfully accomplished by Robert Fulton in the initial voyage of the "Clermont" up the Hudson river from New York to Albany on August 11, 1807.

The introduction of railroads as a substitute for common roads at Newcastle-on-Tyne took place between the years 1602 and 1649, probably a considerable time prior to the latter year. By 1750 there was scarcely an important English mine but was served by its own railroad. The only motive power for a long time was horses, and as long as the wooden rail continued in use, the general load for one horse was 4,704 lbs. At first the grades were so light as to afford an easy draft for the wagons, whether loaded or empty, but later inclined planes, with rope or chain haulage using a winding drum actuated by stationary engines, were freely adopted.

The Wurts brothers, therefore, had available both a source of coal supply and the means of transportation. Their problems were to raise money for the enterprise and to create a market for the product.

On April 23, 1823, they secured the passage of an act by the Legislature of New York incorporating "The President, Managers, and Company of the Delaware and Hudson Canal Company." Pressing forward to create a market, on December 10, 1824, their first shipment of coal arrived in New York on the sloop "Tripler," the "Commercial Advertiser" of that date commenting, "our citizens will have an opportunity of examining and testing the quality of this coal, the rich mines of which it is intended to open to the New York market by means of a canal."

On January 7, 1825, subscription books for stock of the company were opened in the Tontine Coffee House, located at the northwest corner of Wall and Water streets in New York City, at the Middle District Branch Bank in Kingston, and at the Orange County Bank in Goshen. The stock was largely over-subscribed, assisted as it was by the influence of Governor Clinton and the prestige of the chief engineer of the Company, Benjamin Wright, who was the chief engineer of the Erie Canal. Adopting a practice that is still followed the smaller subscriptions

January 7, 1825: subscription books for D&H stock opened at Tontine Coffee House in New York, at Middle District Branch Bank in Kingston, and at the Orange County Bank in Goshen: a million and a half dollars in D&H stock subscribed to that day.

were accepted in full and the larger subscribers allotted eighty-four per cent of their subscriptions. It is curiously interesting that the stock now outstanding is  $28\frac{1}{2}$  times the amount then issued and is distributed among  $29\frac{1}{2}$  times as many holders, so that there has been substantially no change in the participation of the average shareholder.

On March 8, 1825, the first Board of Managers was elected by the stockholders at a meeting held in the Tontine Coffee House, and three days later the organization was completed by the election of Philip Hone, as president, and John Bolton, as treasurer. The name of Philip Hone gave to the company, at once, a great distinction and prestige. Then 44 years of age, in his full prime, he had already acquired a reputation for those rare personal qualities the fame of which has been handed down to us. He had retired some years previously from active business with an ample fortune.

Under Judge Wright's direction Colonel John S. Sullivan had made a reconnaissance survey in 1823, and subsequently, on March 14, 1827, John B. Jervis, who had followed with the location survey, was made chief engineer of the enterprise and took active charge of construction.

On July 13, 1825, contracts were let for seventeen miles of canal construction and ground was broken at Mamakeating, now Wurtsboro; Philip Hone, the president of the company, turning the first spade-full of earth and delivering an address, setting forth the object of the canal and the benefits expected to follow from its completion.

On December 5, 1828, a squadron of boats each carrying ten tons, arrived at Rondout, the first cargo of the company's anthracite reaching New York five days later on the sloop "Toleration."

The railroad, 16 miles long, crossing the Moosic mountains between Honesdale and Carbondale, was operated by horses

on the moderate gradients, and by rope haulage with the use of winding drums, actuated by stationary steam engines or by water power, on the inclined planes. The first car of coal passed over this line on October 9, 1829.

During the period of construction the proprietors sent Horatio Allen, one of their engineers, to England, with authority to purchase four locomotives for use on the railroad. One of these, the "America," was built by Stephenson and Company at Newcastle. The other three, the "Stourbridge Lion," the "Delaware," and the "Hudson," were built by Foster, Rastrick and Company at Stourbridge, near Birmingham. The "Stourbridge Lion" arriving in New York on the ship "John Jay" on May 13, 1829, was set up and demonstrated on May 28 at Kimbles Works of the West Point Foundry Company on Beach street. It reached Rondout by water from New York on July 4, 1829, and on August 8, it was operated by Horatio Allen at Honesdale. Mr. Jervis had stipulated that the weight of the locomotive should not exceed five and one-half tons. When delivered it weighed seven tons, and was found so to crush the strap rail into the soft hemlock stringers as to make it impossible to put it into regular service.

The purchase of these locomotives was a conspicuous example of foresight and courage, for although there had been some use of locomotives in transport in England since 1811 and a number were in use on the Stockton and Darlington Railway, there was sharp denial of their claims of superiority to the horse and their supremacy was not decisively demonstrated until the Rainhill trials on October 8, 1829, some months after the order was placed.

The railroads are the instrument that have enabled national extension beyond the boundaries of early days and welded an immense area into a compact political and economic entity, united in patriotic spirit, in industrial and commercial interest,

...the 7-ton *Stourbridge Lion* crushed the strap rail into the soft hemlock stringers "so as to make it impossible to put it into regular service."

in sympathetic understanding. In their comprehensiveness they may indeed be considered as works of nature wrought by man. Without commerce, that "calm health of nations," which would be impossible except for railway transportation, there could have been no United States in the present world-wide and potent significance of that name. The power and majesty of the Nation of today are founded, as may be seen by all, upon railroad efficiency, an efficiency developed out of the potentialities of economic incentives, individual initiative and freedom of contract. Without these factors there could have been no American railroad system, as it is known to us, and without such a system the American people and nation, as they are known to the World, could never have come into existence.

We may divide this century of surpassing progress into two parts of almost equal duration. The first is the period of the pioneer, of indomitable courage and rude adventure, of the strong will to overcome obstacles and to create a new civilization upon the basis of individual rights and freedom; a period of bold exploration, courageous experimentation and of sturdy growth. The second half is no less a period of achievement and growth, but it has been more the achievement wrought by the relatively few and the inevitable response to the vast potentialities of recognized but latent resources. It has become, increasingly and unfortunately, a period of doubt; of somewhat popular denial of political and economic principles that were once commonly deemed established, the grounds for which, no less immutable than before, seem to have passed from the recollection of great masses of the people. It has perhaps become, in some quarters, a period of weariness from the rapid pace of progress, of refusal to regard its benefits as the equivalent of the effort necessary for its maintenance, of envy and distrust of those agencies that have most efficiently contributed to national wealth, security and the diffusion of human comfort. These respective phases of



national existence find record in the archives of this corporation as well as upon the statute books of the State and the Union.

It is characteristic of new countries that their industrial growth is rhythmic rather than regular; there are wave-like periods of intense activity and rapid progress, followed by similar periods of depression, the crest of each period of progress rising higher than that which went before. An extraordinary period of activity, in this country, followed the Civil War. Government artificially stimulated this by carrying out what was in reality (although not understood as such at the time) a gigantic land-jobbing scheme for the settlement of the trans-Mississippi region. To this end railroads were aided by land-grants, tax immunities and other concessions, land was given to settlers, immigration (both interstate and foreign) was encouraged. In 1873, and again in 1884, serious losses were realized; agrarian discontent was widespread throughout the newly-settled areas; those who suffered looked, without the keenest of vision, for a reason and thought they found it in railway practices, this conclusion being more easily reached because the railways were mainly owned in the East and in Europe. Of course, dealing with so large and complex an industry, there was no difficulty in supplying a bill of particulars, but this was merely the list of grievances, some real and more imaginary, that could be made up at any time and in respect of any large section of the economic order\*. It is important to note, however, that the basis of unrest was much more fundamental than any abuse of railway administration and that the railways were in no degree responsible for this underlying cause. In reality, the railways were fellow sufferers in the general depression and shared in the common

\*For what it is worth, this list of grievances is well summarized by McPherson (*Railroad Freight Rates*, pages 245-7) and by Judge Cooley (*First Annual Report of the Interstate Commerce Commission*, pages 4-10).

people. It is no longer confined to the railway industry but now affects every undertaking in the so-called "public utility" field; those in which the capital used is held, in law, to be "charged with a public interest." In recent periods of prosperity, when all other American industries have been active and successful, drastic laws have held these "regulated" industries to a dead level of low earnings and inability to provide normally for meeting increased demands for service. The "rake's progress" of regulation which has produced these serious consequences and threatens others still more serious, began as most similar episodes in National history have begun, by slight and insidious departures from the principles of government that have approved themselves to liberty-loving peoples since Magna Charta.

The fundamental achievement of those who wrung that immortal document from a reluctant king aspiring to personal control is that all control of conduct by government shall be by general rules applicable to all alike. Such a government is a government of laws and not a government of men. It was the ideal of Samuel Adams and Benjamin Franklin and George Washington and of those who formulated and approved the Federal constitution. It was supposed to have been firmly entrenched in the bills of rights of all American constitutions from 1776 onward. But, after 1873, the States began to set up commissions with authority, at first slight and closely restricted, to make rules of conduct no longer general but applicable only to particular cases. These bodies do not interpret or apply law, they are sham legislatures, and make whatever special laws their members consider desirable to meet the exigencies of particular situations. These special rules of conduct, applicable to the parties summoned and to no others, are the consummation of inter-parte proceedings begun by complaint or by an initiative in the nature of a complaint. Parties are heard as though in court, and a decree entered, but this decree controls the future

loss. The feeling engendered was used by the politicians to organize what was known as "the Granger Movement." Leaders whose shallow minds honestly shared the popular view, and others, inspired by selfish ambitions, who pretended to share it, were thrust to the fore. The panacea they offered was railway regulation.

The plan of regulation that developed the greatest popularity involved the creation of commissions, the essential characteristic of which is that although their members are usually appointed in the same manner as the subordinate members of the executive branch of their governments, they really exercise the powers of a legislature. The distinctions among the three classes of governmental power are that (1) the legislature establishes the rules of conduct, (2) the judiciary interprets and applies these rules, (3) the executive enforces them. But these commissions make rules of conduct for the future which are distinguishable from those made by a legislature only by the fact that the former are special rules applicable only to the conduct of the parties to a proceeding before the commission while true legislation must always fix rules of general application. Thus those subject to such commission rule are no longer controlled by general rules of conduct applicable to all similarly situated, but, in case after case, these commissions set up special rules of conduct controlling only the parties to the particular proceeding and no more, therefore, than the rule of the case. Unlike judicial determinations, these commission proceedings are not the interpretation and application to the special facts of a controversy of a preexisting rule of conduct.

This system of control, so repugnant to the genius of American political ideals and institutions, gradually developing for the past fifty years, has eaten like a cancer into the stability of the railway industry, and at this moment seriously threatens its economic efficiency and the general welfare of the American

rights of the parties, not as an adjudication determining rights under pre-existing law, but as a legislative declaration of what shall be permitted in the future.

The degeneracy of such a system is inevitable. It sets up a buyers' tribunal, controlled by no standards of law or equity, certain to become the advocate of those selfishly interested in depressing rates. With such a tribunal, the statutory basis of its existence tends to become more drastic, powers tend towards augmentation, fair and reasonable members tend to be replaced by partisans, who are not ashamed to be the mere mouthpieces and agents of those who make use of the regulated service. Political pressure, strengthened and supported by short-sighted notions of self-interest, always and invariably promotes these results.

All such regulation is inevitably ineffective to satisfy the hopes and prejudices of those by whom it is sustained. It cannot succeed, in this sense, because these prejudices and the hopes and the motivation of short-sighted self-interest, when not subject to the check of responsibility for financial results, are without limit. In consequence, every successive addition to the regulatory power results in renewed disappointment and this disappointment, exploited by the official body, is easily translated into pressure for still further power. In this way, the failures of regulation become, instead of recognized evidences of error leading to repeal, steps towards more drastic regulation. The end of such a progression is not difficult to foresee; in the case of railway regulation, it is plainly within the range of vision and takes the form of the disaster of government ownership and operation. This calamity, if it comes, will be the price paid for the incapacity of leadership that is apparently unable to find any escape from the grotesque and monstrous futility of adding every year to the super-structure of regulation, although

its very foundations have been tested and shown to be unsound and unsafe.

Moderation in the terms of regulation does not necessarily imply higher rates or returns to investors. Either might well be demanded at this time but they ought not to be confused. It is not certain that a mitigation of the rigors of regulation would result in enhanced rates or earnings; the only certain result of such mitigation would be a commensurate restoration of freedom to the industry. Managements would regain initiative and hope; anticipation of the confiscation of achieved economies would disappear; confidence that reward would follow successful endeavor would be renewed. Investors would be less exacting in respect to immediate returns if relieved of the limitations, actual or threatened, which undermine or destroy confidence in the future.

To what condition then have we been brought? On the twenty-second of November, 1920, I was a witness before the Interstate Commerce Commission in the New England Rate case. I called the attention of the Commission to the fact that the index figures of 15 representative railroad stocks was given by the press at the culmination of the market advance on November 3, 1919, at \$119.62, and that it then stood 40% lower; that the corresponding index figure for 15 representative industrial stocks had similarly declined from \$112.44 by 40%. At the present time the decline in the index figure stands in the railroad list at about 46%, a position even lower than two and one-half years ago, while in the industrial list it is no more than 12%.

That is, to express it in another way, the confidence of the investing public in industrial organizations is unimpaired, their values reflecting the general condition of business; railroad values are unresponsive to the general conditions of business; the investing public has lost all confidence in them.

Railroading is no longer a business, it has become a calamity.

But it is not alone the railroads that are being destroyed; the very vitals are being torn from the body of our liberties, while the temptation held out to the producer to loot the savings of those who have invested in railroads is destroying the foundations of justice and morals upon which alone an orderly government can be maintained.

Has Russia no meaning for us? Must we also suffer the nightmare of Utopian intoxication?

Has Italy no meaning for us? There a people energetically struggle to prevent the destruction of civilization, resolved that mankind shall not have again to begin the weary round of development, already in the last 5,000 years seven times undertaken, even if in avoidance of catastrophe they are forced to employ extra-legal methods.

For us, in the providence of God, the middle of the road still lies open.

Let us take heart from the adventures of our forefathers. Let us be guided by their experience and aspirations, not because they are ancient but because they are ever young. Retracing our steps from the morass into which we have wandered, let us return to the solid land, not because we wish to look back, but because we are determined to go forward. Guided by their example, let us set out anew upon the course they so long pursued with such enormous advantage to themselves and to us, their descendants, that we may hand on to our successors a heritage at least as rich as the one we received.

6. **Addition for Volume XXIII:** The quality of life in the Lackawanna Valley in the nineteenth and twentieth centuries was very high. We see here Carbondale City Hall in 1901 (five years after the building was completed), at the time of the 50<sup>th</sup> anniversary celebration of the incorporation of the city on March 15, 1851. Photo from the estate of the mother of Margaret D. Pugh, West Berlin, NJ 08091; photo received by Carbondale Historical Society on November 7, 2018.



Carbondale City Hall, celebration in 1901 on the Fiftieth Anniversary of the incorporation of the City of Carbondale on March 15, 1851. The quality of life in the City of Carbondale at the time was second to none.



**7. Addition for Volume I:** Braking system on D&H coal wagons; unloading and loading coal at the D&H Canal basin in Honesdale: Analysis and Description by Stacy L. Gardner, Jr., Forest City, PA:

Many of the coal wagons that were used by the D&H on its Gravity Railroad when the line closed in 1899 were built with complex and highly effective braking systems; others had no brakes at all but were slowed down or stopped by car runners using spragues made of hickory wood. How did those brakes function?

In the course of the nineteenth century, hundreds of thousands of loaded Gravity coal wagons were unloaded, either directly into D&H Canal boats or into storage facilities at Honesdale--and elsewhere--for later transfer into canal boats. How were those cars unloaded? How was the coal then loaded into canal boats?

Stacy Gardner, Forest City, guided by his broad understanding of how machines and mechanical systems function, has examined, with his finely tuned technological eye, all known photographs of (1) D&H Gravity coal wagons, and (2) the unloading and loading facilities for coal at the D&H Canal basin at Honesdale. Having done so, Stacy has determined (1) how the braking systems functioned on D&H Gravity coal cars, (2) how the D&H Gravity coal wagons were unloaded, and (3) how the coal was then loaded into canal boats at Honesdale. What he has determined is presented below. Sincere thanks to Stacy Gardner, Forest City, for granting us permission to present here what he has determined on those questions.

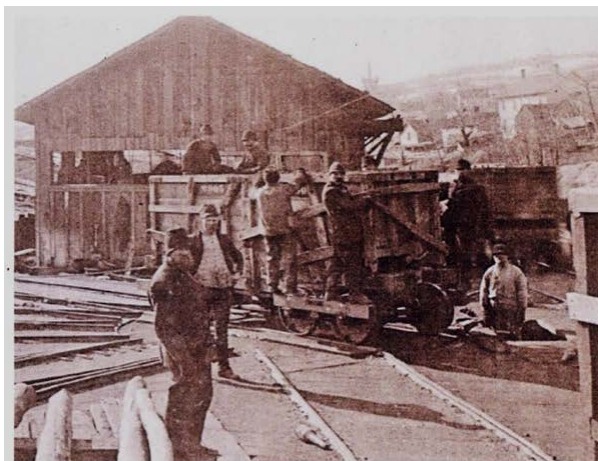
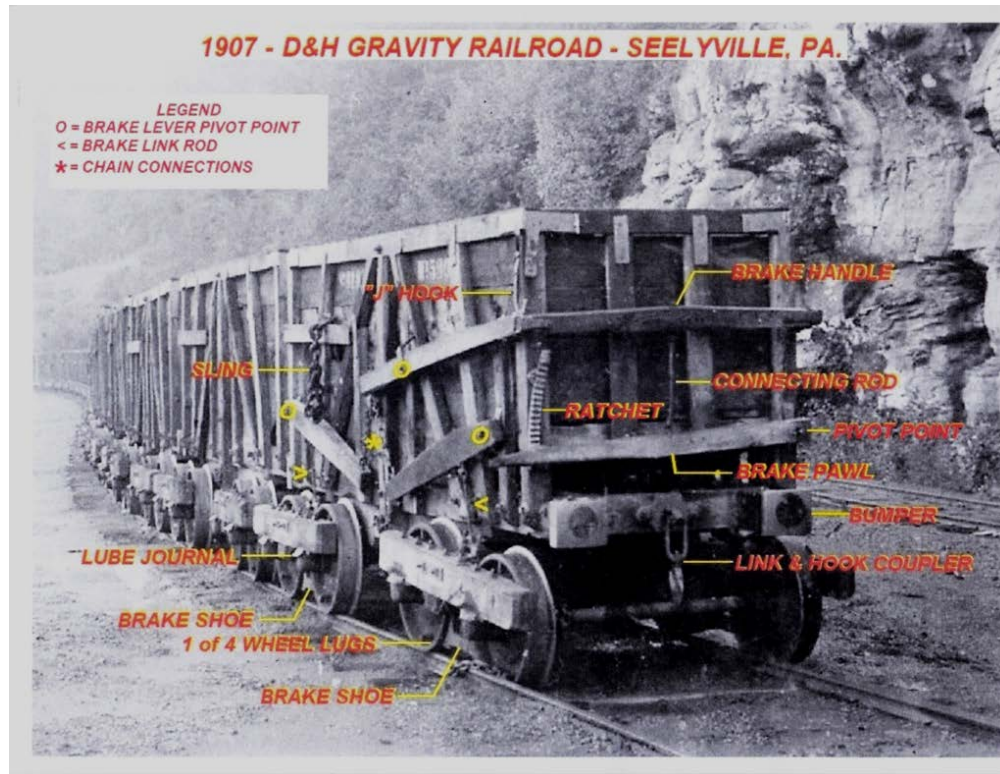
**D&H Coal Wagons:**

Stacy Gardner:

*The coal wagon with brakes has six levers (3 a side) with various pivot points, a handle and a brake pawl with ratchet located on the front of the car. The levers are connected to each other with chain and connected to the mechanical brake system with brake rods. The upper set of levers are connected with a crossbar which serves as the brake handle - it is connected by a rod to the brake pawl which is operated by the brakeman with his foot (if needed) while he depresses the brake handle. The brake pawl and ratchet serve as a parking brake and a quick brake release that can be operated from on or off the car. When the brakeman engages the system two sets of brake shoes (1 on each truck) press against the wheels from the bottom and control the speed. Typically, a cut of loaded coal wagons would consist of 3 - 4 cars without brakes and one with brakes - a cut of light coal wagons would have many more without brakes. Note: this brake system was invented by James Nicol of Archbald and used on the gravity railroad in its' later years.*

RE: James Nicol of Archbald: See Volume I, pp. 123-124 of S. R. Powell's 24-volume series on the D&H.

Photos with identification labels by Stacy Gardner:



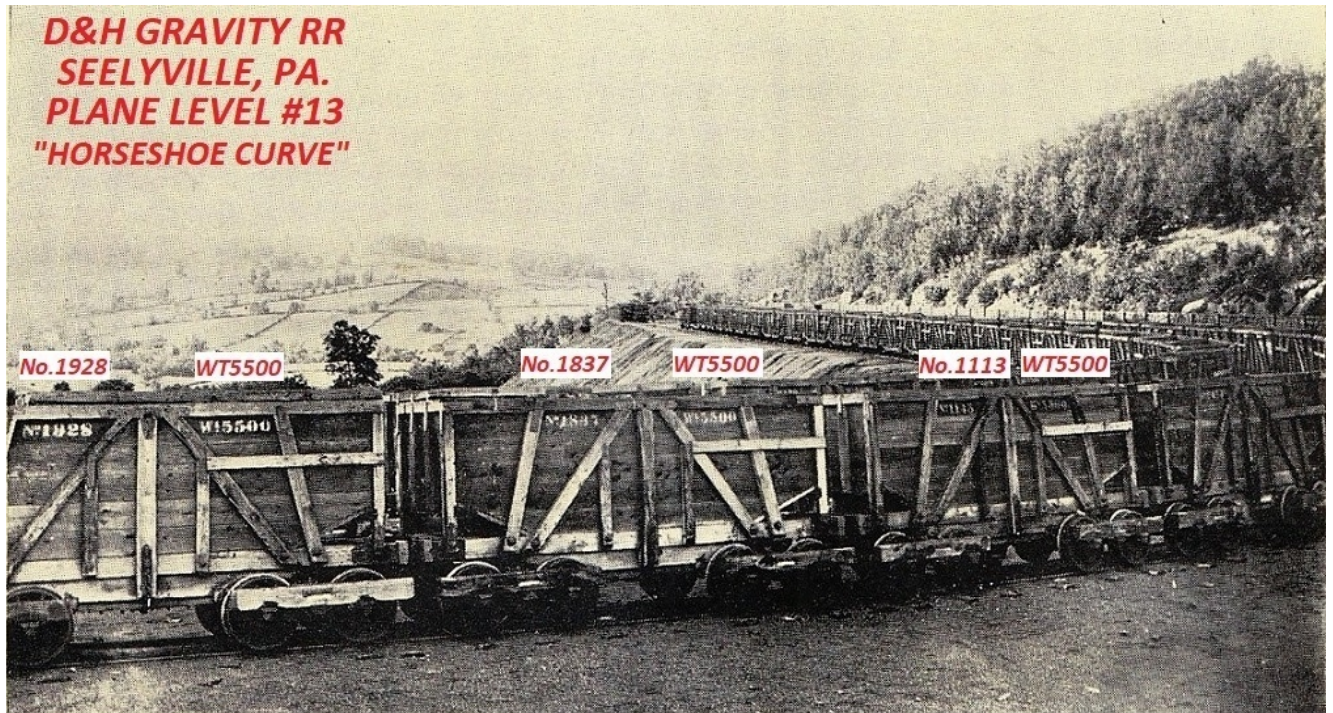
**D&H GRAVITY RAILROAD  
 HONESDALE, PA  
 UNION PLANE #12.5**

**1868**

*Looking south/southwest at the Head of Union Plane #12.5 and coal wagon #805 which is on the turntable aligning it with one of the coal dumping ramps atop the massive coal pile adjacent to the D&H Coal Canal in Honesdale.*



**D&H GRAVITY RR  
SEELYVILLE, PA.  
PLANE LEVEL #13  
"HORSESHOE CURVE"**



*Looking east at a few lines of light coal wagons on the horseshoe curve opposite the Lackawaxen River in Seelyville. It's not too often that good resolution photos are taken of the coal wagons, however, on this photo we're able to show the individual wagon numbers on a few of the cars along with their weight capacity numbers. Upwards of 4500 to 5000 coal wagons were in service on the D&H Gravity RR Line during it's peak.*

Photo annotations and caption by Stacy Gardner, Forest City, PA



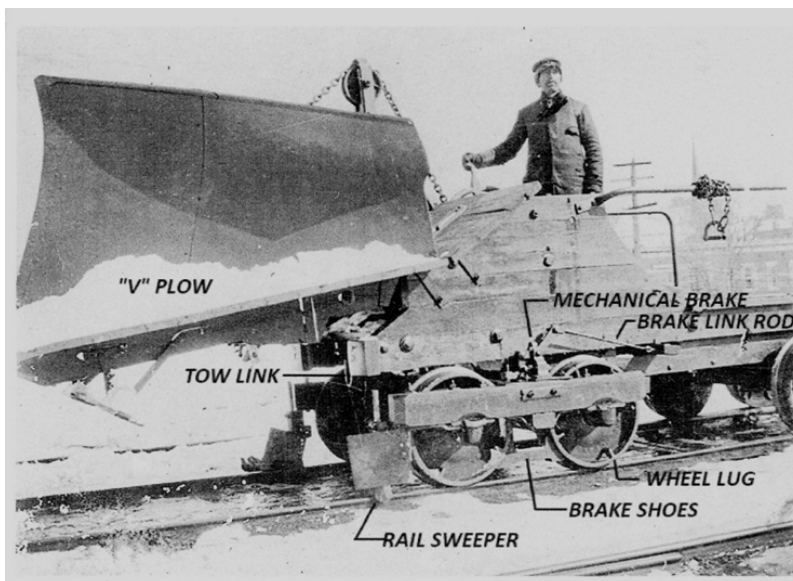
## D&H GRAVITY RAILROAD HONESDALE, PA.

"COAL LOADING CREW WORKING THE  
MASSIVE UNION COAL PILE"

*Circa. 1880's*

- A - BRAKE HANDLE
- B - RATCHET
- C - BRAKE PAWL
- D - LINK & HOOK COUPLER
- E - STEAM SHOVEL TRACK

View of the front end of a coal wagon with brakes showing both hand brake and the brake pawl and ratchet. If needed the brakeman can apply more pressure to the brake by depressing the brake pawl with his foot, however, the brake pawl & ratchet primarily serve as a parking brake and a quick brake release which can be operated both on or off the car.



## D&H GRAVITY RR

MOW - SNOW PLOW

"V" PLOW

TOW LINK

MECHANICAL BRAKE

BRAKE LINK ROD

WHEEL LUG

BRAKE SHOES

RAIL SWEEPER





## D&H GRAVITY RR and COAL CANAL HONESDALE, PA

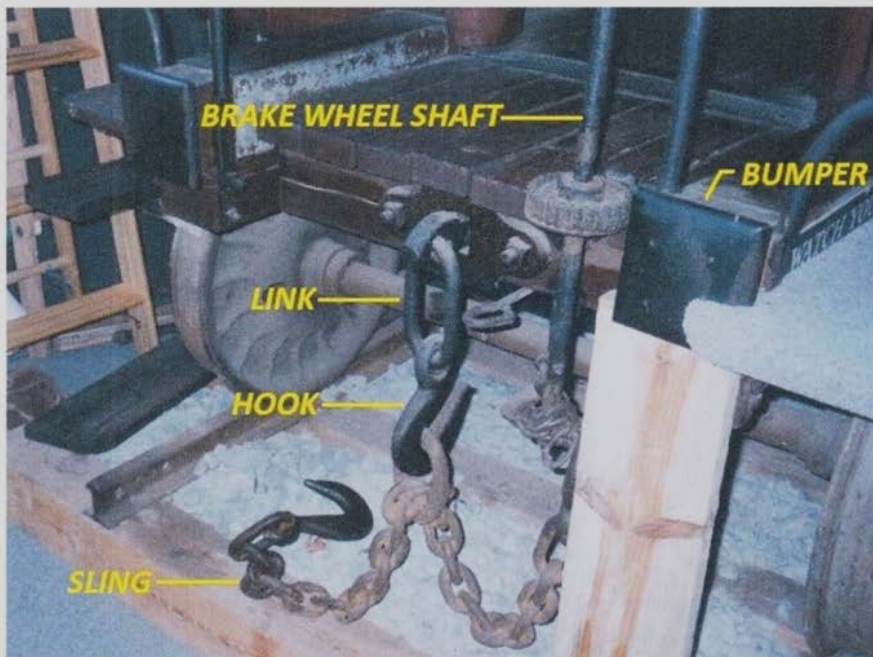
*Circa. 1880's*

### LEGEND

6/1 = 6 ANGLED and 1 VERTICAL  
SIDE BRACES  
4/3 = 4 ANGLED and 3 VERTICAL  
SIDE BRACES

A - 6/1 COAL WAGON W/BRAKES  
B - 6/1 COAL WAGON W/O BRAKES  
C - 4/3 COAL WAGON W/O BRAKES  
D - DOUBLE DUMP COAL WAGON  
E - FLATCAR  
F - PASSENGER CAR

*View looking northeast along the Upper Boat Basin in Honesdale at just some of the different types of rolling stock used on the Gravity Railroad. Of note is what appears to be the travel tracks for the steam shovel used to load the coal wagons??*



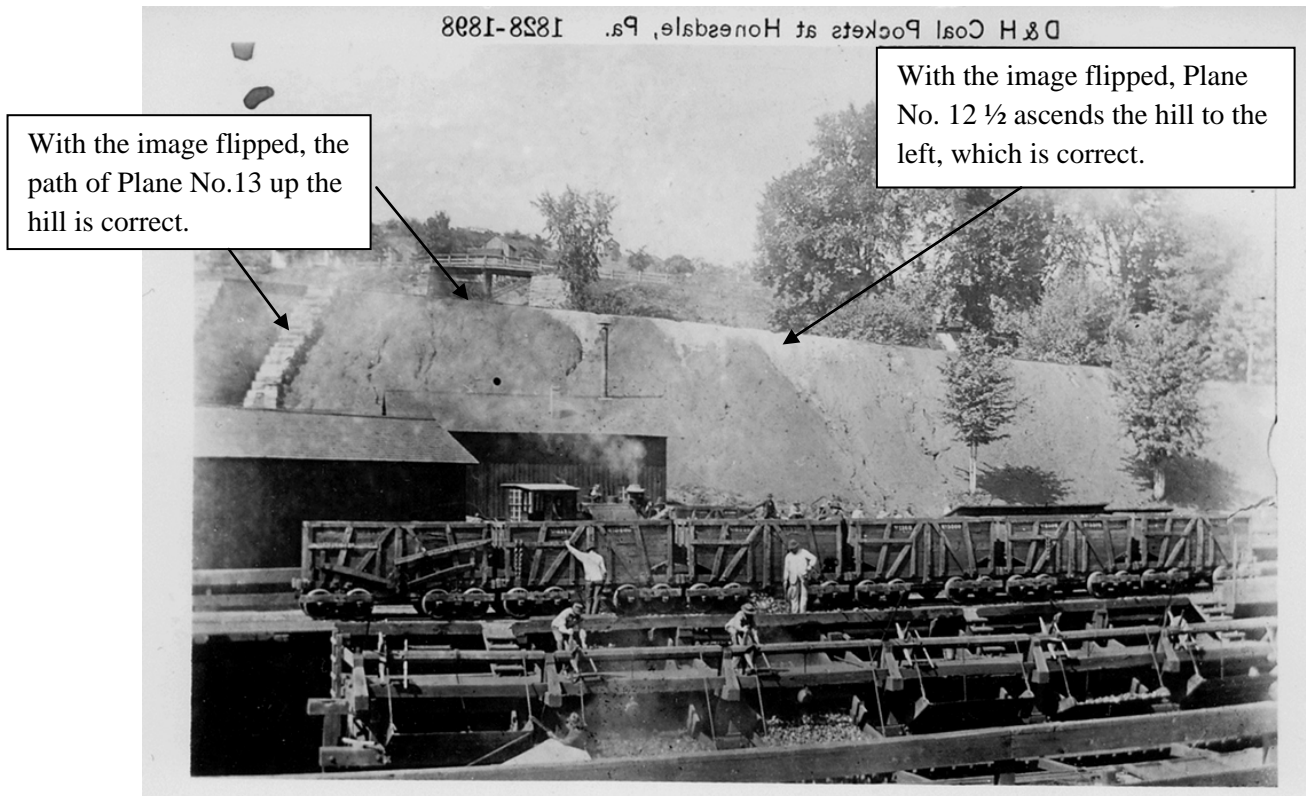
## D&H GRAVITY RR HONESDALE, PA

PASSENGER CAR  
"LINK & HOOK COUPLER"

*Pictured is a good example of a link & hook coupler used on the D&H Gravity RR rolling stock in the 1800's. Typically, each car would have a link & hook on one end and just a link on the other end - this way the cars could be linked together to form a train/trip with the link & hook of one car attached to the link of another.*

*PICTURE WAS TAKEN INSIDE THE WAYNE COUNTY HISTORICAL SOCIETY ON MAIN STREET IN HONESDALE.*

The original of the post card shown below was purchased by Stacy Gardner in November 2018 and donated by him to the Carbondale D&H Transportation Museum. On the post card, the image is reversed. Shown below, the image has been flipped so that the image reads correctly but the caption does not. It is a very interesting and useful image. In the details from this image given below, the call-outs created by Stacy Gardner tell us what we're looking at.

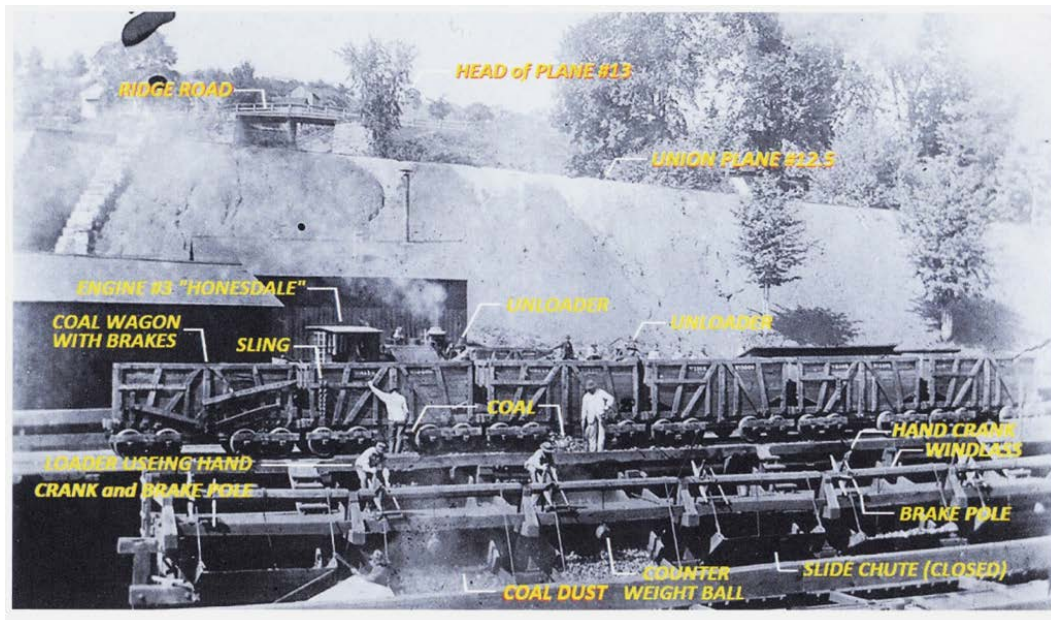


With the image flipped, the path of Plane No.13 up the hill is correct.

With the image flipped, Plane No. 12 ½ ascends the hill to the left, which is correct.



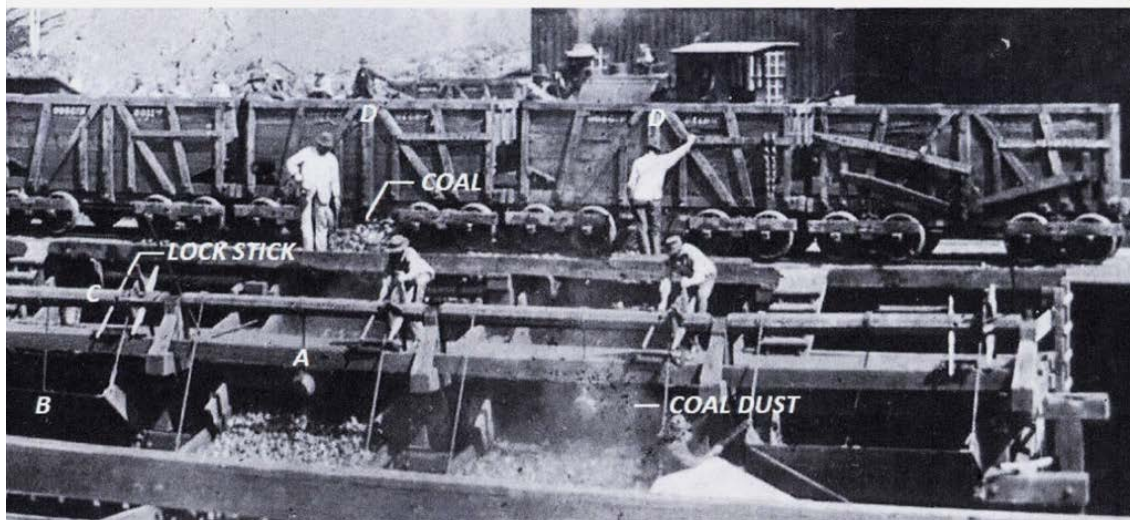
Image flipped (and shown correctly) here:



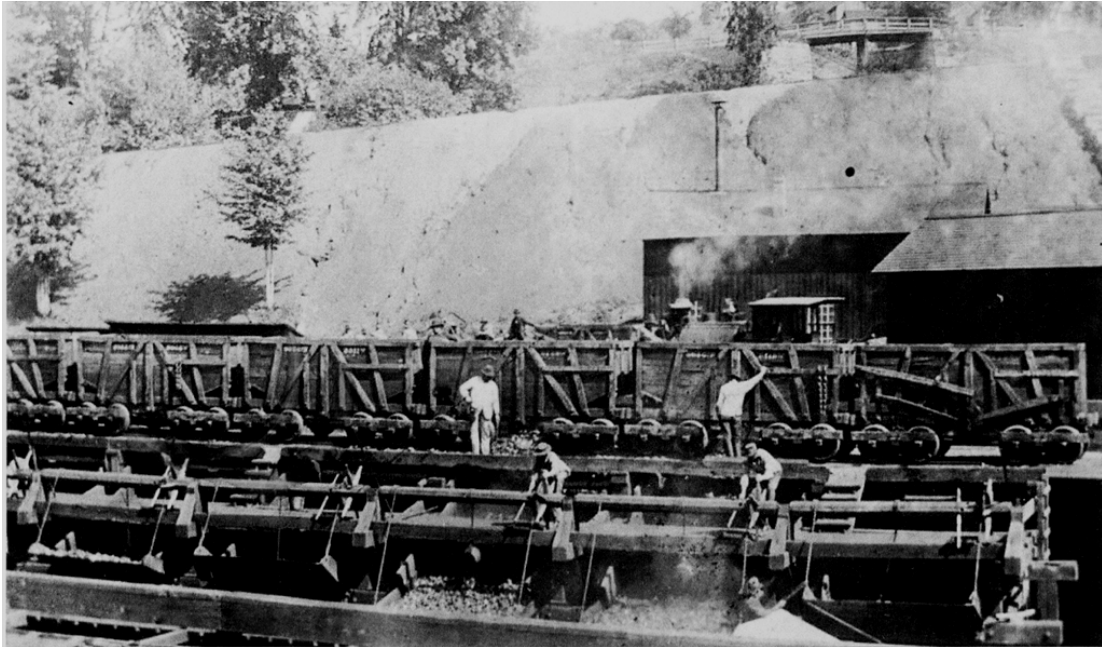
**D&H GRAVITY RR AND COAL CANAL - HONESDALE, PA**  
*Circa. 1880's*

- A - COUNTERWEIGHT BALL IS UP (SLIDE CHUTE IS OPEN)  
B - SLIDE CHUTE IS CLOSED  
C - WINDLASS/WINCH IS LOCKED (LOCK STICK IN PLACE)  
D - COAL WAGON (ON UNLOADING TRACK) DUMPING ITS' LOAD OF COAL

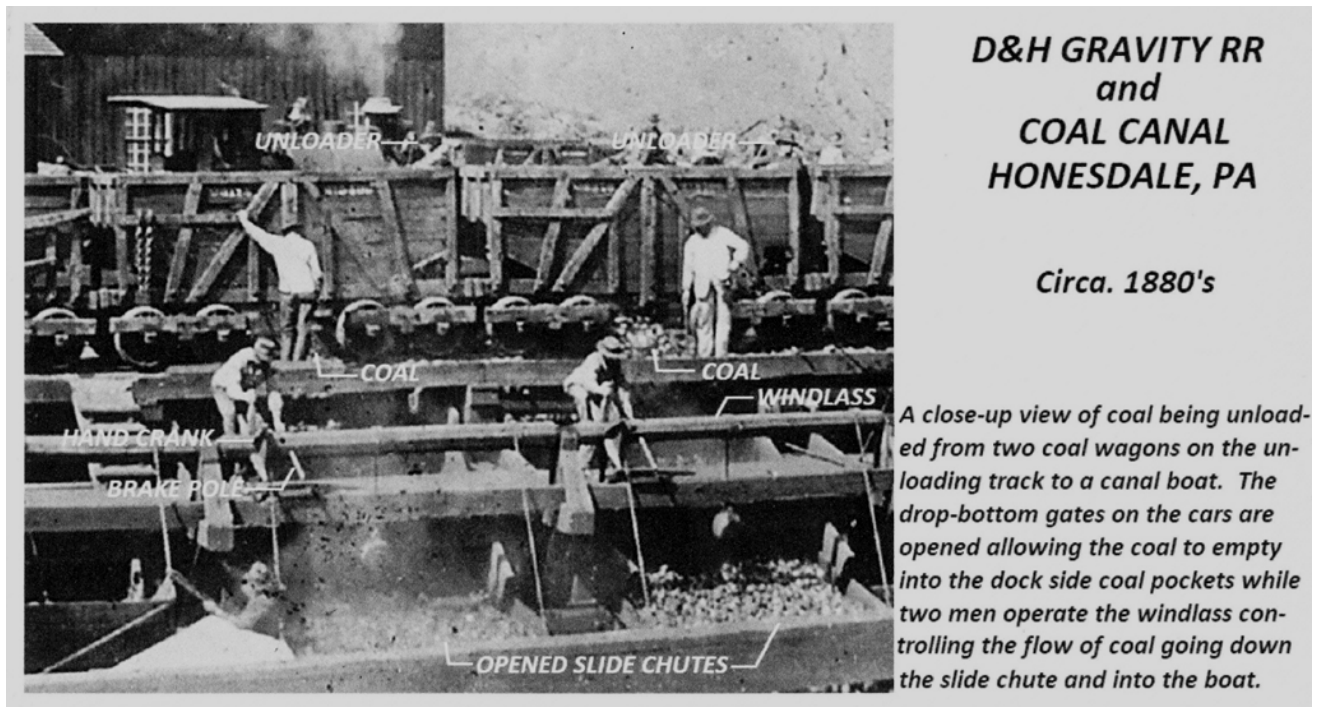
+++PLEASE NOTE THAT THIS PHOTO IS FROM A REVERSED NEGATIVE+++



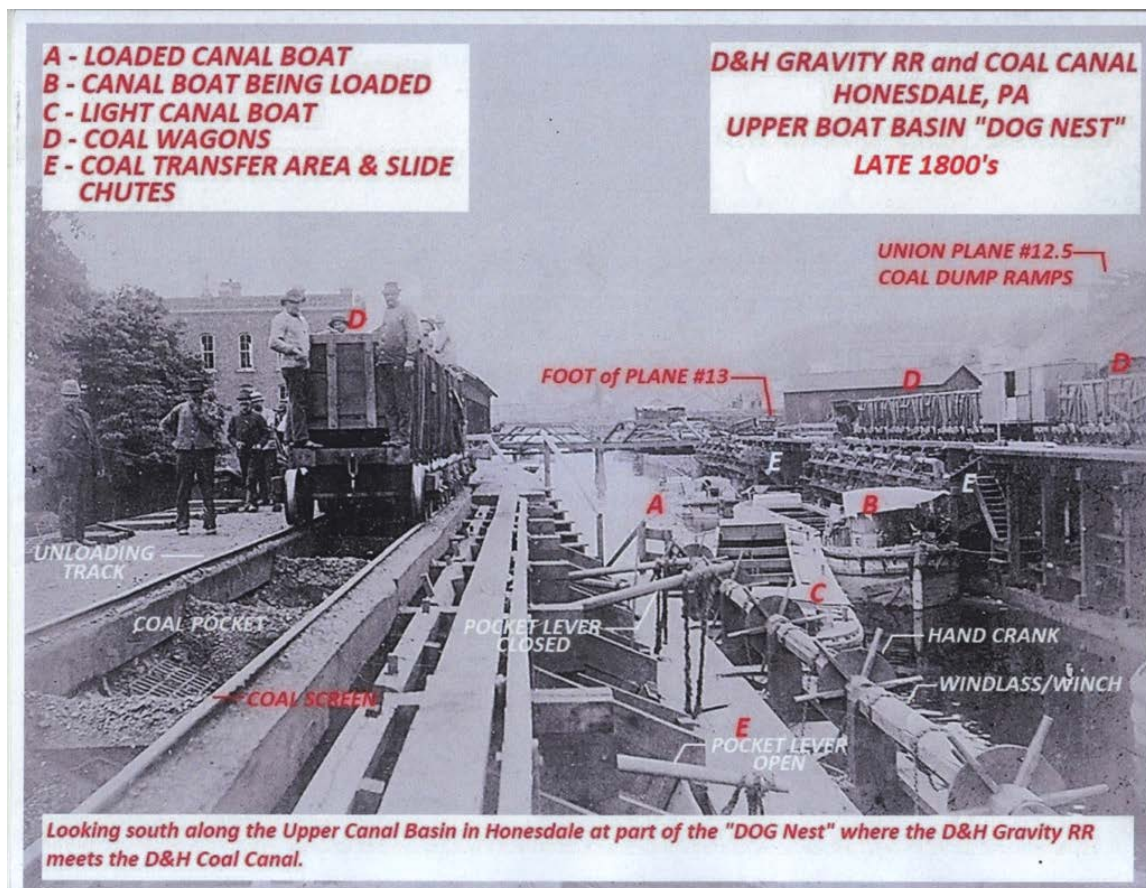
(image reversed)



(image shown correctly)

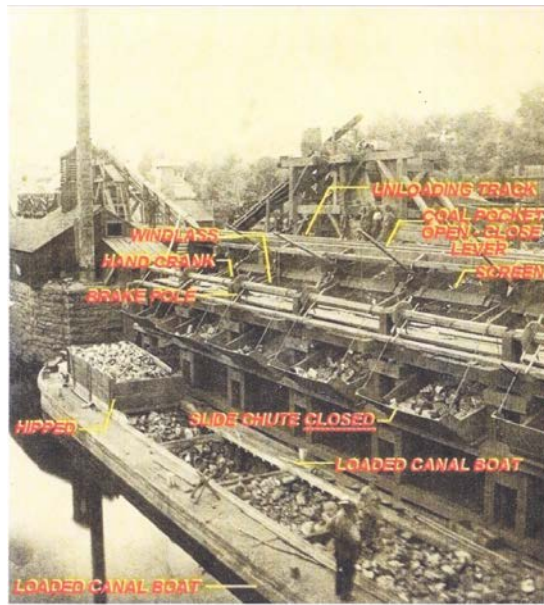






Note to SRP from Stacy Gardner, November 25, 2018:

“Robert, Did some looking through the materials I have here at the house and I've seen a few numbers of the tons of coal shipped on the canal for the years 1872 = 1,409,628 and 1883 = 4,097,218. Using 5ton load capacity for a coal wagon for the year 1872 = 282,000 loads of coal and 1883 = 819,450 loads of coal. Also, with the tonnage capacity for the bigger boats being 125 to 130 it took at least, on average, 25 coal wagons to fill a canal boat and for 1872 = 11,280 canal boats and for 1883 = 32,800 canal boats to move those tonnages to Kingston. Kind of hard to imagine - isn't it???? Note - all of my numbers are rounded up. PS. Could you imagine all the numbers of people involved in mining and moving all that coal??”



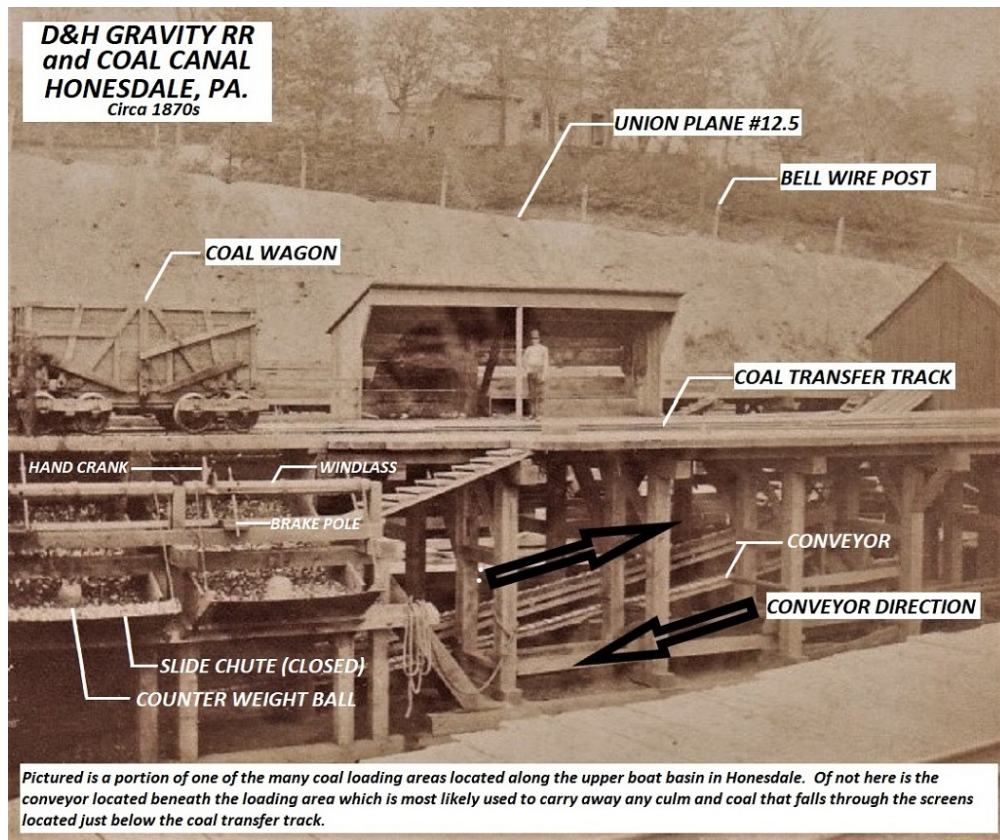
## D&H GRAVITY RR and COAL CANAL HONESDALE, PA

LATE 1800's

On left is a close-up of one of the different types of D&H coal pocket transfer points located along the Upper Boat Basin in Honesdale. This one uses an open/close lever to open the pocket and regulate the flow of coal going into the slide chute and has no counter-weight ball to facilitate opening and closing the end of the slide chute. Other types have open pockets and use a counter-weight ball, connected to the windlass, to assist in shutting off the flow of coal going into a canal boat by closing the end of the slide chute.

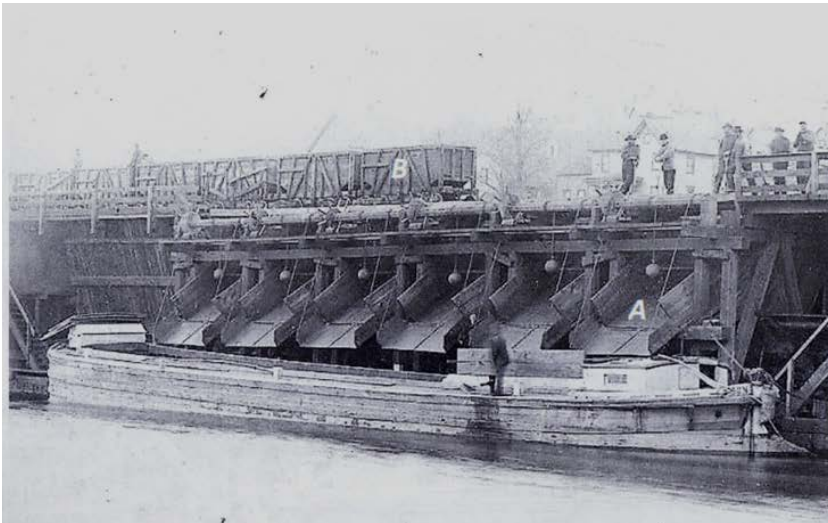
In Honesdale, the D&H had at least 8 - 10 coal transfer points (more when the East Slip was open) to load canal boats with coal sizes ranging from pea - furnace.

This photo from Stacy Gardner, May 6, 2019:



Pictured is a portion of one of the many coal loading areas located along the upper boat basin in Honesdale. Of not here is the conveyor located beneath the loading area which is most likely used to carry away any culm and coal that falls through the screens located just below the coal transfer track.



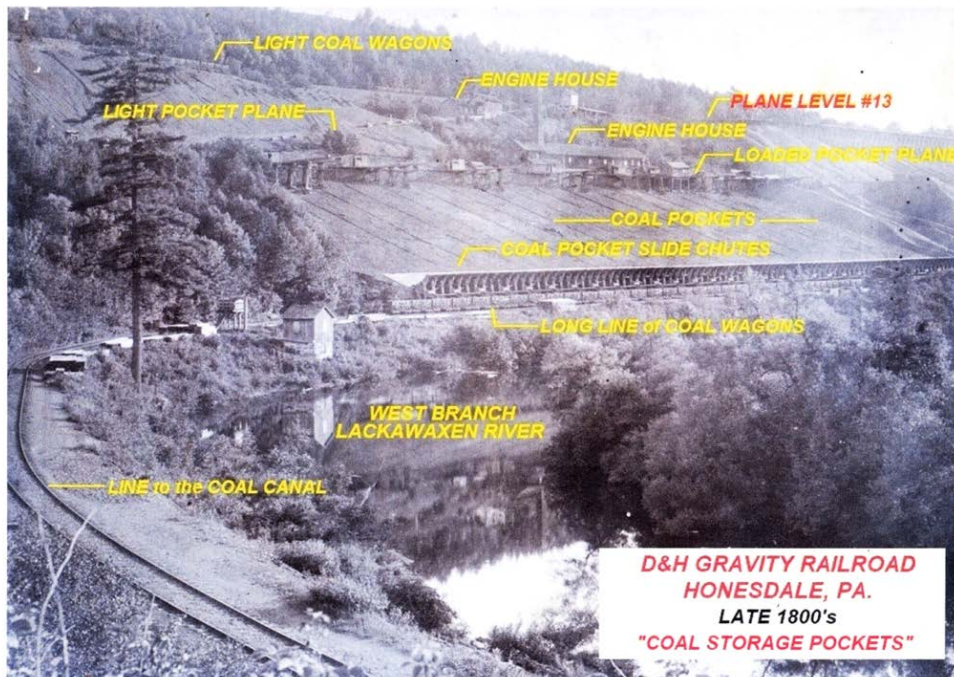


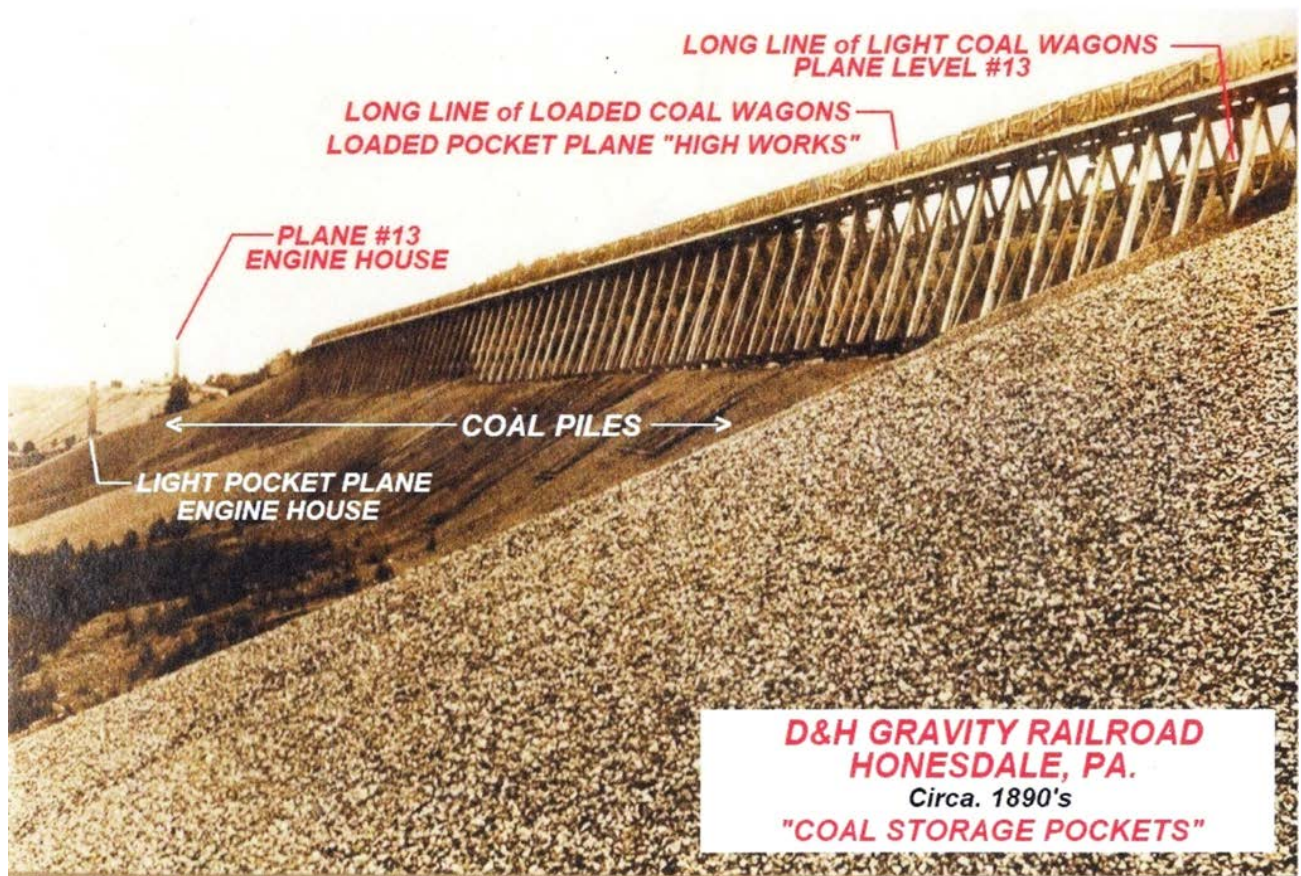
**D&H GRAVITY RR  
and COAL CANAL  
HONESDALE, PA  
"LAST BOAT"**

**Nov. 5, 1898**

**A - SLIDE CHUTE  
B - COAL WAGON**

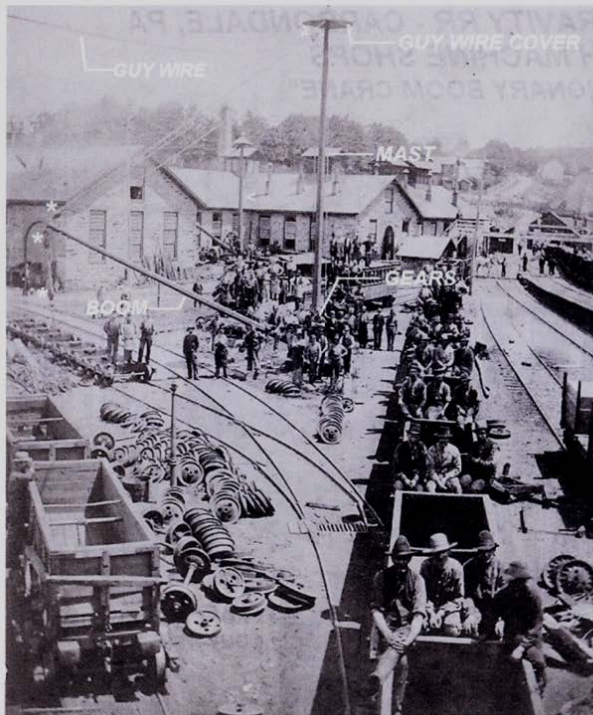
*Pictured is the last canal boat, having been loaded with anthracite coal, preparing to depart Honesdale and begin its' journey up the D&H Coal Canal to Kingston, New York.*





**Note:** In Volume XIV in this D&H series, the photograph shown above is given on page 228. In that same volume, on page 229, in a winter scene on a post card, the coal transfer track/loaded pocket plane shown in the photograph given above can be seen in the background of the photograph. In both instances, the coal transfer track/loaded pocket plane is incorrectly identified as Level No. 13.



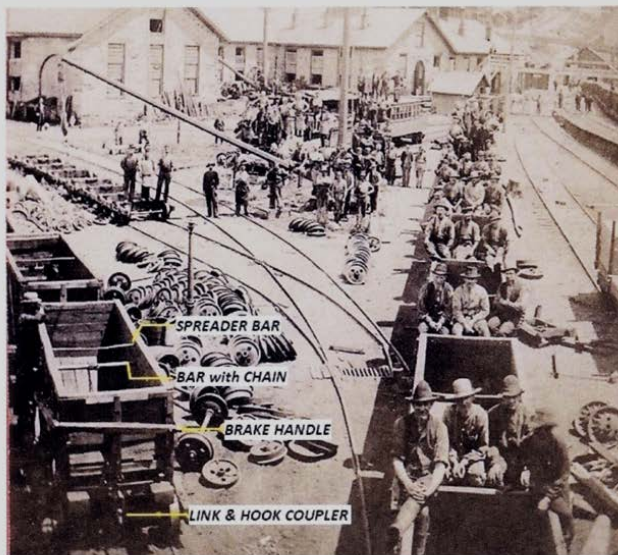


**D&H GRAVITY RR  
CARBONDALE, PA  
D&H MACHINE SHOPS  
"STATIONARY BOOM CRANE"**

\* = ROPE PULLEY  
< = SECOND STATIONARY BOOM CRANE

*Circa. 1880's*

*Pictured are two of the Stationary Boom Cranes set up at the Carbondale D&H Gravity Machine shops. Both cranes are primarily used in the manufacture and repair of gravity coal wagons and other heavy lift operations associated with the railroad.*



**D&H GRAVITY RAILROAD  
CARBONDALE, PA.  
"MACHINE SHOPS AREA"**

*Circa. 1880's*

*View looking east toward the Foot of Plane #1 in this L. Hensel photo. Of note, here is the light coal wagon with brakes on the left that has a second bar, just below the spreader bar, that has chain wrapped around it that seems to extend to the drop bottom gates/hatches. At this time we're not really sure of its' function. Also, note the sloped bottom inside of the wagon.*



Stationary boom crane here used in a quarry at Stevens Point, PA.

Honesdale residents sometimes called the five light-track planes between Honesdale and Waymart Planes 1, 2, 3, 4, and 5. These planes were, in fact, Planes 13, 14, 15, 16, and 17. The real Plane No. 5 was on the Carbondale side of the Moosic Mountain.



**D&H GRAVITY RR  
KEEN, PA  
PLANE #5**

**1865**

*View looking west up Plane #5 near Keen Lake with the first and only recently constructed snow shed on the gravity line. The snow shed is located on the new Plane #17 which, when opened, will replace Plane #5. Of note are the bell wire guides, on the posts, which swing thus reducing friction on the line when used.*



Sincere thanks to Stacy Gardner (1) for all of the explanations/clarifications given above on D&H mechanical systems (coal wagons, unloading and loading facilities at Honesdale canal basin) on the D&H Gravity Railroad, and (2) for giving us permission to present those explanations/clarifications here.

The mechanical systems shown in the photographs above, it must be understood, were the result of many years of experience and learning on the part of D&H employees. What is shown in these photographs are the mechanical systems that were in place when the Gravity Railroad and Canal were closed down at the end of the nineteenth century. Coal wagons, such as those shown above, for example, did not exist when the line opened in 1829, but “workable” D&H coal wagons did, and over the years the design of those original wagons was revised/reworked/rethought to become, ultimately, those that existed when the line closed at the end of the nineteenth century.

8. Addition for Volume VII: “D&H Farm in Olyphant”; *Scranton Times-Tribune*, November 9, 2018, p. A-3:

**BRIAN FULTON'S DAY IN HISTORY: 100 YEARS AGO**



**Tragedy at takeoff at Olyphant farm**

Nov. 9, 1918

Lt. George Ziesmer of St. Louis and his mechanic, Harry Schuyler, made an emergency landing the afternoon of Nov. 8 at the Delaware and Hudson farm in Olyphant.

Ziesmer and Schuyler were part of the Army aviation demonstration team headed for the Scranton Country Club. The team, made up of five planes,

traveled from Garden City, Long Island, New York, to the club.

After landing and realizing they had not landed at the Country Club, Schuyler began making preparations for immediate takeoff so they could get to the club. While the preparations were underway, crowds of people began to arrive at the farm to see the plane.

Schuyler yelled “contact”; Ziesmer responded “contact.” Olyphant police moved in to push the crowds back to make room for the plane to take off.

The crowd surged as the plane was about to take off. Thinking quickly, Ziesmer turned to miss hitting the crowd with the propeller. But in turning the craft, a wing hit 7-year-old Thomas Murphy and 34-year old Patrick Walsh. Thomas’ back was broken and he died at the scene. Walsh suffered a fractured skull and later died at Mid-Valley Hospital.

Thomas’ mother was also injured, suffering a broken hip when she was knocked down trying to save her son.

Ziesmer was able to get the plane into the air but only for seconds. The plane returned to ground and wrecked. Ziesmer and Schuyler were trapped beneath the plane but were unhurt.

The other planes in the expedition didn’t have much luck arriving at the Country Club either. A plane piloted by Lt. Vernon Crevellyn crash-landed at Capt. Benjamin Throop’s farm in Elmhurst. Crevellyn and his mechanic survived.

Two other planes in the expedition had to make landings in New Jersey.

One plane did arrive at the Country Club, piloted by Lt. Harold Carhart.

**BRIAN FULTON**, library manager, oversees The Times-Tribune’s expansive digital and paper archives and is an authority on local history. Contact Brian at [bfulton@timeshamrock.com](mailto:bfulton@timeshamrock.com) or 570-348-9140.

*Times-Tribune 11-09-2018, p. A 3*

The D&H did not have a “farm” in Olyphant. The D&H “farm” referred to by the journalist in 1918 must have been the area, about two acres in size, around the mule barn and stables of the Eddy Creek Colliery on Line Street. Therein, the mules that worked in the Eddy Creek mines were housed. See Volume VII: *Working Horses and Mules*, pp. 92-94 in S. R. Powell’s 24-volume series on the D&H. Our thanks to Engineer Breezy (Mike Bischak) for bringing to our attention this item in the *Times-Tribune* of November 9, 2018.

**9. Addition for Volume XI: The Jefferson Connection: Southern Tier Main Line--Jefferson Connection--D&H from Jefferson Junction to Nineveh:**



*D&H No. 651, at Lanesboro Junction, here entering the track that will take it down the hill to Jefferson Junction and then north to Nineveh. Mike Bischak photo, October 5, 1985.*

This photo was published on page 17 of the November 2018 issue of the *Bridge Line Historical Society Bulletin* with the following caption: “D&H 6-axle ‘U-boats’ 651 - 759- 762, the helpers from train SU-1, pull train PYRP onto the Jeff Connection off the Southern Tier main line at JA Cabin in Lanesboro, Pa. At the time, the Belden Hill tunnel was undergoing rebuilding, resulting in all trains out of and into Binghamton, NY from points north and east on the Guilford system being routed over Conrail’s Southern Tier ex-Erie main, with a reverse move at Jefferson Junction, to continue their respective journeys”. Our thanks to Mike Bischak for giving us permission to use his wonderful color photo here.



Two more great photos at Lanesboro Junction, from Mike Bischak on November 12, 2018, and used here with Mike's permission.



*D&H 407 on SU 2 at JA, July 12, 1982. Mike Bischak photo*



*D&H 5017 at JA; Lanesboro, PA, August 10, 1985. Mike Bischak photo.*

SRP to Breezy regarding the two photos on the preceding page:

“In these two photos the trains are coming up the hill from Jefferson Junction and onto the Erie main at Lanesboro Junction and then on to Binghamton?”

His reply: “Yes headed west to Bingo. The train came down from Oneonta and the locomotives had to run around the train at the bottom, JN ( Jeff Jct. ) to pull up to the top. During the time that Belden Hill tunnel was closed for rehab, there was another set of locos stationed at JN to take over the train, and the original set from Oneonta would be the engines to take another train back to Oneonta. This connection was mainly used for high & wide moves that wouldn't fit through the Belden tunnel, but after the rehab, the tunnel was able to handle anything.”

10. **Addition for Volume XVII:** E. W. Howell Company, Albany, NY ad for D&H “Cone Cleaned” Anthracite that was posted in the D&H group on Facebook on November 13, 2018 by Brian Saul:



Tel.  
**3-3317**

**“Cone Cleaned” is the  
world’s PUREST and  
CLEANEST Anthracite  
coal**

And “HOWELL” SERVICE has  
been the choice of discrim-  
inating Albanians for over  
three decades.

**E. W. HOWELL COMPANY**  
380 MADISON AVENUE



**11. Addition for Volume VII:** The importance of horses and mules in the history of the D&H in the nineteenth century can not be overstated. Throughout the nineteenth century, when thousands of horses and mules were working for the D&H, on the railroad and in the anthracite mines, a considerably larger number of horses and mules were working on farms, everywhere in America, pulling plows. Without plows, it would not have been possible for American farmers to provide the food that was necessary to feed the railroaders and miners who were mining and transporting the coal that changed life in America. The history of the plow is very interesting, as we learn from the following article by Dr. Kent Mountford (“Plows help to turn the tide for agricultural civilizations”) that was published in *Bay Journal*, July-August 2004, pp. 12-14, as follows:

## *Plows helped to turn the tide for agricultural civilizations*

By Dr. Kent Mountford

The plow, one of the earliest tools of human civilization, evolved from a simple hoe and replaced the back-breaking work of lifting the tool and chopping downward to till the soil.

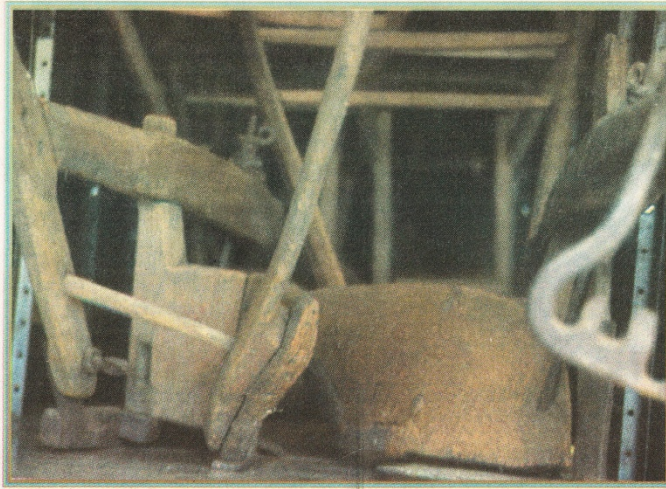
Early plows were probably operated by two people, one guiding the tool while another pulled it, the latter eventually replaced by draft animals once they were domesticated.

Plows were used in Sumer, (present-day southern Iraq) about 5,000 years ago to help plant small grains such as barley and early wheat. With the advent of the plow, the labor of a few could sustain many.

Illustrations survive of what came to be known as a “scratch plow,” which did just that in the soil.

A nearly identical plow is shown in a tomb painting at Thebes in ancient Egypt a thousand years later. It depicts a curved wooden “horn” or “share” penetrating the soil, bound by lashings at a constant angle to a beam pulled by two oxen and controlled by grips rising vertically in a “V” to the plowman’s hands. This was a difficult tool to control, and required its user to apply strength in an awkward position.

The Chinese used a human-pulled iron



Late 18th century wooden moldboard plows are archived at the Landis Valley Museum in Lancaster County, PA. The plow on left is viewed from behind the moldboard; for the plow on right, the moldboard facing and the clevis to which the draft animal is hitched is at the end of the long beam in the near right. Photo by Kent Mountford

plow from the fourth to second century B.C. but the distance between Europe and the Far East was so great that it was never discovered by Europeans, who used a wooden plow through the Middle Ages. (The Chinese continued to advance this technology, and by the end of the Sung Dynasty in A.D. 1279, were using draft animals to pull three-shared plows, not unlike modern implements.)

The European Middle Ages included what climatologists call the Medieval Warm Period. European civilizations—and populations—expanded under the warmer, forgiving conditions. Agriculture, even with the primitive plow, expanded northward on the continent.

The honeymoon ended in the middle 1300s with the Little Ice Age, a period of colder winters that lasted until the middle 1800s.

The repercussions of this climatic upheaval included hunger, the plague and wars over declining resources throughout Europe and it is believed to be a driving force for the exploration of the New World.

The Chesapeake's first settlers did not bring plows with them. These men, who were equipped for fortune and not hard work, expected to trade for food with the natives. Despite instructions from their English backers, they planted crops only reluctantly, and even then insufficiently to feed themselves.

The results were disastrous and nearly destroyed the colony. Agriculture came only as a distant last choice with John Rolfe's



## PAST IS PROLOGUE

*Tales from the Chesapeake's past which provides insight and inspiration in solving today's problems.*

introduction of tobacco as a cash crop.

The tobacco culture was quickly successful, but it did not require the plow, only the hoe. Even when the well-organized Calverts were resupplying their new Maryland Colony in the summer of 1634, their ship, the *Arcke*, carried 30 dozen hoes, but no plows.

Colonial historian Lorena Walsh and colleagues note that of 165 household estates in St Mary's County in 1658-77, only 4 percent had plows.

Tobacco markets, always volatile, collapsed several times in the 17th and 18th centuries, and agriculture began to shift to grains, both to feed a growing population and for export. Raising grain requires a plow.

The plow was still very much the same as in antiquity, a wooden instrument that scored and broke, but did not turn the soil.

Further, the more abrasive the soil, the faster these plows wore out. By 1700, though, the scratch plow was modified into a "shovel plow" with a narrow, wrought iron point (the shovel) affixed to the piercing end or "share," which met the soil rounded side forward. It cut a shallow furrow, with broken soil spilling to either side. The handles, nearly upright, forced the plowman to remain erect, a tiring position.

Plowing was described by a contemporary as "pretty much like dragging a cat by the tail." Despite later advances, shovel plows were in wide use until the 1860s, and, one could still be bought from Sears Roebuck in 1902 for \$1.95.

These "walking plows" were small enough to be pulled by one draft animal, often an ox. Equines were more versatile; one could hitch them to a carriage or saddle and ride them.

The mule was often a preferred alternative to the plow horse. Though reputed to be stubborn, "a mule," said Coles Roberts, a fourth-generation farmer, "is more intelligent, and less fidgety. A horse will eat itself to death but not a mule."

It remained for the Dutch to develop the mouldboard plow, in which a curved board behind the "share" caught and directed the soil to flow backward. This revolutionary improvement *turned* the soil rather than just breaking it: bringing the roots of



weeds up into the sun to desiccate, while incorporating the green tops into the soil, leaving a clear surface for planting. Despite its usefulness, it was neither immediately nor widely adopted.

Meanwhile a convention developed where European plows turned furrows to the left while English plows and those in Western France turned to the right.

Early mouldboard plows were almost universally wooden structures carved to turn the soil. They rode on a flattened base called the landside, slightly hollowed from front to back, which developed suction and held the plow down in the soil. Share, mouldboard and landside were worn down in abrasive soil, and as they aged would loosen and break, requiring more and more difficult field repairs that lasted for shorter and shorter periods of use.

In 1720, drawing upon the Dutch innovation, Joseph Foljambe received the first English patent for an iron-sheathed mouldboard plow. This inaugurated a period between 1700 and 1850 when important changes were to define agriculture. Charles Newbold, a New Jersey farmer, designed an all-cast iron plow between 1790 and 1796. It was granted a U.S. patent in 1797.

Newbold's idea was a great one, save two problems. If one hit a rock and broke off the brittle cast iron point of the share, the entire plow was put out of service—a surviving Newbold in the New York State Museum shows such damage. Secondly, many U.S. farmers—always conservative—resisted the introduction of the iron plow, believing that “the cast iron poisoned the land, impaired the fertility and promoted the growth of weeds.”

Newbold, then living in Wilmington DE, spent more than \$40,000 promoting his design—a massive sum at the end of the 18th century—and almost gave up trying. Though not quite! In 1807, in a document witnessed by Robert Wharton, mayor of Philadelphia, he transferred the rights to his plow and authority to market it and its variations to C. Thomas Newbold, acting as his attorney in fact.

Another local New Jerseyman had watched Newbold's development and went him one better, solving the breakage problem by casting the landside and mouldboard in separate pieces. Also, where the share entered the soil, he added a separate “coulter” which cut the soil first. This was strengthened by locking the front of the share with a shoe at its foot. Should Peacock's “locking coulter” or any of the three pieces be broken, they could be replaced individually.

Incensed at the similarity to his own plow, Newbold sued Peacock, and eventually settled for a payment of \$1,500.

Peacock went on developing his plow,

**PROLOGUE continues on page 13**

## **PROLOGUE from page 12**

patenting his version and the lock coulter in 1822. It was widely accepted and could be found in all of the surrounding states until 1850.

Meanwhile, two famous Americans also focused their energies on the plow: Daniel Webster and Thomas Jefferson.

Webster, the great orator, designed and built a plow but it was cumbersome and was not successful.

Jefferson believed that the nation's principal strength lay in an agrarian economy. He had observed, while serving as a diplomat in France, that the late 18th century French famines had led to a revolution bringing down the monarchy. (These repeated crop failures were the result of the Little Ice Age temperatures that reached “50 degrees below the Fahrenheit freezing point [18 below zero],” according to Jefferson.

The French told Jefferson that they would offer U.S. farmers a premium above the market for their wheat. During March, April and May of 1789, 21,000 barrels of U.S. flour came into French Atlantic ports. Jefferson commented, “*We find it easier to make a hundred bushels of wheat than a thousand weight of tobacco, and they (the bushels of wheat) are worth more when made.*”

Traveling through the French cities of Phalsbourg, Fenestrange and Nancy, Jefferson was struck by the clumsiness of French plows. His discourse on the subject included many calculations to determine the optimum shape for an improved mouldboard, which he first tested in wood.

Back in Virginia in December 1794, Jefferson sent his friend John Taylor a drawing of his final plans, and suggested that he trace on a piece of white paper and have a model made. Jefferson put this plow to work at Monticello until 1798 and found it extremely efficient.

The plow was later reproduced in iron. Typical of his enthusiasm, generosity to friends and poor business acumen, Jefferson considered a patent but failed to make a financial success of the invention. It appears, however, to have been aggressively adopted by his neighbors.

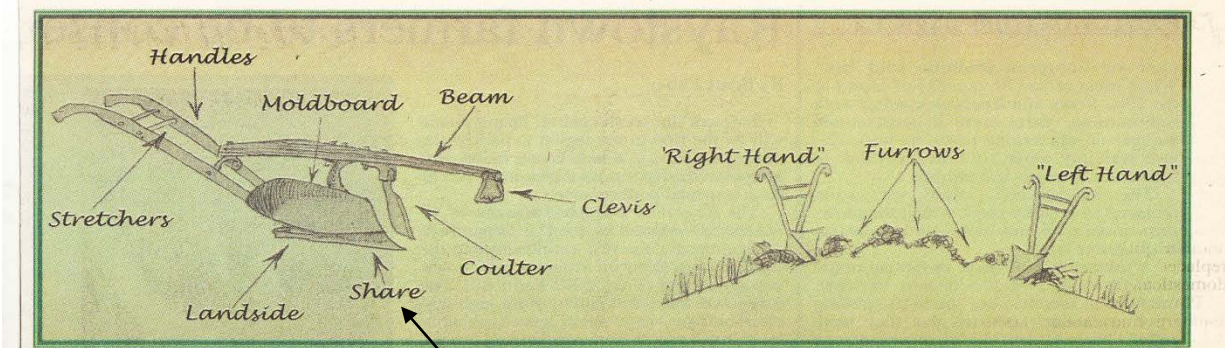
In 1808, Jefferson transmitted a refinement of his design to a Monsieur Sylvestre in France, for the benefit of the Society of the Seine.

The deep tillage could heavily erode the steep terrain of Jefferson's plantations, though, and he discovered that contour plowing around the curvature of the hills, rather than cutting furrows straight down-slope toward neighboring streams greatly reduced erosion.

He wrote to Tristram Dalton in May 1817 about his son-in-law Col. T.M. Randolph's development of this method, laying off the plow lines in advance using a (wooden) rafter to measure and strokes of a hoe to mark the contours.

Plowing across slope on hilly terrain put a severe strain on the plowman and Col.





-----

Addition to article by SRP: Swords into Plowshares

*Isaiah 2:4*: “And he shall judge among the nations, and shall rebuke many people: and they shall beat their swords into plowshares [emphasis added by SRP], and their spears into pruning hooks: nation shall not lift up sword against nation, neither shall they learn war any more.”

**Plowshare:** It is the cutting or leading edge of a moldboard which closely follows the coulter (one or more ground-breaking spikes) when plowing.

The **clevis** is a U-shaped piece that has holes at the end of the prongs to accept the clevis pin. The clevis pin is similar to a bolt, but is only partially threaded or unthreaded with a cross-hole for a split pin



This illustration (top right) shows how the hillside walking plow works during contour plowing: The dual moldboards function as a right- or left-handed plow depending on which direction the land slopes. The generic, wooden beam walking plow (top left) was used with a single draft animal, and shows the principal parts referred to in the text. The entire metal assembly is known collectively as a bottom. Plows like this ranged from 35–80 pounds and cut a furrow 8–12 inches wide and 3–8 inches deep. The notches in the clevis allowed one to change the angle of pull, so the animal could walk either in the furrow or on the adjacent unplowed land. This sulky type gang plow (right) is raised by the plowman above the soil as the team turns at the end of a furrow.

Illustrations and photo by Kent Mountford



Randolph modified the plow, fusing two separate shares against their flat sides at a right angle.

Plowing one way with the sod thrown down slope around the hill to the end of a furrow, the plowman would flip over the plow bottom and head back in the other direction with that sod thrown down slope as well. This eventually developed into a widely used "hillside plow."

Jefferson sent Dalton "a bit of paper cut in the form of the double share, which being opened at the fold to a right angle will give an idea of its general principle."

Jefferson's farms, including Monticello, had been losing soil into Chesapeake rivers for years and these new methods resulted in substantial improvements: "Let me beseech you" Jefferson wrote to others, "to make a trial of this method."

Had Jefferson made a commercial success of his invention, he might not have died in debt.

Where Jefferson failed, Jethro Wood of New York state succeeded. He adopted Jefferson's mouldboard model and manufactured it with interchangeable cast iron parts and, in 1819, was awarded his own U.S. Patent.

Wood's work did not go unnoticed. Edwin A. Stevens on the Hudson River at Hoboken, together with his brother Robert, used

applied engineering in a four-year effort to refine the work of Jefferson and Wood.

The brothers tested plows as they were pulled through the soil with a dynamometer, which evaluated the actual forces necessary to plow with different designs. Their engineering skills were profitable and in 1870, the brothers endowed the much respected engineering school, Stevens Institute of Technology.

Even with improved plows, grain agriculture was still severely limited by the labor of its gathering: a line of men, working in teams, laboriously bent to hand-swept scythes as they slowly worked across the field reaping while others behind them gathered and carried off the cut stalks for threshing—the separation of the grain from straw and chaff.

A 22-year-old inventor, Cyrus Hall McCormick, gave the first public demonstration his mechanical reaper in July 1831 at the McCormick farm near Steele's Tavern, VA. With its sickle bar cutter powered by wheels as the machine was towed, it felled the grain onto a curved platform where it was gathered by hand.

In 1851, the McCormick reaper was given an Award Council Medal by the Royal Commissioners of the Great World's Fair at London. They said, in part, that the McCormick reaper's contribution to soci-

ety as a whole was "worth the whole cost of the exposition."

The plow spread across the United States as settlers "sod-busted" westward. Soils west of the Chesapeake though, were very different in both in their geological origins and consistency. In the black, loamy Midwest farmland, wooden plows that had been successful on the East Coast failed to "scour," that is free themselves of sticky adhering clumps of soil, thus increasing its cumbersomeness.

This was solved independently by two enterprising Illinois smithies, John Lane and John Deere who during the 1830s forged plow facings from the blade of a saw. The resilient, and polished steel surface behaved differently, shedding the clods. John Deere's name is still enshrined on farm and landscape equipment.

These new plows were not indestructible, and a special anvil was developed so that when one was bent, it could be repaired, polished and sharpened without destroying its temper.

Reflecting their owners' origins, walking plows in the East generally turned their furrows to the right, while in Pennsylvania, where farmers were heavily German, Amish and Mennonite, the left-turning

**PROLOGUE continues on page 14**



**PROLOGUE from page 13**

plow of European tradition sold best. While most of the 70 varieties of plows in the 1902 Sears and Roebuck catalog were right-turning, there were a considerable number of left-turning plows as well. The last walking plow sold in 1934 in Lancaster, PA, was left-turning.

The hand-steered plow was soon replaced by a sulky plow, which the plowman could ride and make adjustments to while under way.

A second mouldboard, in fact an entire plow "bottom" when added to the first, turned two furrows, but the draft (pulling force) increased so much that they were called "horse killers." Using more than one horse increased power, and one horse was trained to be the lead horse.

The plowman turned his horses in the direction the furrow was cut, so a left-handed plow would be turned left with the lead horse inside, toward the core of the field.

This tradition continued when the same animals were hitched to a Conestoga wagon during the westward expansion. With the lead horse on the left, one kept to the right on a road, with the more disciplined lead horses passing next to each other. Some suggest this is why we drive on the right in North America.

More plow bottoms were added to increase the speed, creating a gang plow, which required the power of several horses.

These gang rigs became so complex that they gained wide acceptance only with the introduction of the mechanical tractor, which began shortly after the Civil War. One survivor on exhibit at Maryland's Jefferson Patterson Park and Museum weighs 22 tons! The steam tractor was a massive machine, and not easily afforded on slim family farm budgets.

Gasoline-powered tractors came into wider use around 1920, positioning Chesapeake agriculture for the revolution in fertilization, crop yields and nitrogen reaching the Bay after World War II.

Twentieth century gang plow arrays of as many as 21 bottoms were in use by the mid-1990s and enabled farmers on large parcels to till 160 acres in 12 hours. In the Chesapeake, this trend was countered by a wide shift to no-till or low-till farming, and an accompanying reduction in the plow energy expended and sediment loss from the land.

Landside, coulter, share, mouldboard, the shape and sharpening process to obtain the right suction to penetrate the earth, sod, clay or loam most easily...the variations were almost as many as the kinds of soil.

Art as much as science melded into this industry, which has had a great impact on the Bay.

*September's Past is Prologue will examine the plow's impact on the Chesapeake watershed and its ecosystem.*

*Kent Mountford is an environmental historian and estuarine ecologist.*

In item No. 13 in *Addendum I* (December 31, 2018), we cited Will Durand's extraordinarily perceptive statement in Volume I, p. 99 in *The Story of Civilization* about the two revolutions upon which all human history hinges. Here is that statement:

"In one sense all human history hinges upon two revolutions: the Neolithic passage from hunting to agriculture, and the modern passage from agriculture to industry; no other revolutions have been quite as real or basic as these."

The agricultural revolution and the plow and its development are, to be sure, inseparable.



12. **Addition for Volume XV:** American Locomotive and General Electric ad from the 1940s, posted by Chris Murphy on Facebook on 11-18-18:



13. **Addition for Volume XXIV:** S. R. Powell sent some photo clarifications to Jim Bachorz about some D&H Gravity Railroad and D&H breaker photos that were published in the November 2018 issue of the *BLHS Bulletin*. Jim's reply to SRP:

**James Bachorz**

4:05 PM November 19, 2018

To: S. Robert Powell

It is becoming clear to me that the actual operation -- of both the Gravity system and the breakers -- was much more mechanically complex than I thought they were. They were, in a way, some of the industrial wonders of the day [emphasis added]. No electric motors, no powered conveyors; just water, steam and manpower, etc.

Jim

14. **Addition for Volume II:** "The D&H Gravity Railroad: Five Configurations (Part 2)" by S. R. Powell published in December 2018 *BLHS Bulletin*, pp. 12, 14:

## For the Record

### *The D&H Gravity Railroad: Five Configurations (Part 2)*

by S. Robert Powell, Ph. D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

#### **Configuration No. 2, 1845**

Many revisions were made to the D&H Gravity Railroad from Carbondale to Honesdale in the early 1840s. In 1844-1845, in addition, the Gravity Railroad was extended seven miles south of Carbondale to Archbald. We have chosen to speak of all of these changes at this time as a whole under the heading "1845 configuration". These changes, which made it possible to ship more coal through the D&H rail system than through the line as it was configured in 1829, were made in order to meet market demands for anthracite coal.

#### **James Archbald and C.P. Wurts**

James Archbald was surely the primary architect of the 1845 configuration of the line, which was more than a half mile shorter than the 1829 configuration. James Archbald was assisted by Charles Pemberton Wurts, who worked with Archbald for the ten-year period, 1843-1853. In 1853, when James Archbald moved to Scranton, C.P. Wurts assumed entire charge of the D&H's affairs, serving as chief engineer from 1853 until 1865. C.P. Wurts would later play a key role in the establishment of the 1856-1858 configuration of the Gravity Railroad. C.P. Wurts, it will be recalled, was the nephew and adopted son of John Wurts, the third president of the D&H.

(Interesting genealogy note: James Archbald, who designed this 1845 configuration, like John B. Jervis, who designed the 1829 configuration, were both Scots, as were a great many of the key figures in the history of the D&H and of anthracite mining in the nineteenth century, including Thomas Dickson, Bryce Ronald Blair, James Clarkson, Archibald Law, Silas K. McMullen, William J. McMullen, Coe F. Young, Horace G. Young, Thomas Gillespie, and Alexander Bryden, to name just a few.)

#### **Many new roadbeds**

The location of Plane and Level No. 1 and of Plane No. 2, in 1845, was the same as in 1829. Under the direction of James Archbald, at this time, however, new roadbeds were constructed for much of Level No. 2 and for Planes and Levels Nos. 3, 4, 5, and 6. These changes in roadbeds were made to facilitate the movement of cars up and over the mountain to Waymart. In addition, the lengths of all of these planes was more or less equalized, which made it possible to get more coal into the system. With long planes and short planes in the ascent and passage over the Moosic Mountain, delays were inevitable because it was necessary to wait for the cars to clear the longer planes before more cars could be moved forward.

#### **Double tracking**

An extraordinarily important change in the system in 1845 was the double tracking of all of the Planes and Levels between Carbondale and Waymart, which eliminated the delays caused by the movement of the cars through the one-track system, with turnouts, as in the 1829 configuration.

#### **Loaded Levels sloped west-east**

Another important change in the system in 1845 was the grading of the levels for the loaded cars from the head of one plane to the foot of the next plane. As such, the cars, having been pulled up Plane No. 2, for example, and unhooked from the cable, would then coast from the head of Plane No. 2 to the foot of Plane No. 3, with no need for a horse to move the cars over that level, as in the 1829 configuration. The levels for loaded cars, in other words, were now graded generally West to East, and horses were no longer needed to move the cars on these loaded levels. Horses, for the time being, were still needed to move the cars (generally East to West) on the light levels, as they were in the 1829 configuration.

Given the fact that the loaded level and the light level on each of the planes

were contiguous (side by side), it would have been virtually impossible, especially on the top of the Moosic Mountain, to establish successfully the two tracks on the same roadbed / alignment, that is to say, with the loaded level descending in the direction of Honesdale and the light level descending in the direction of Carbondale. The stability/soundness of each level would have been constantly weakened / eroded / compromised by the other. When the 1859 roadbed was put in place, for the first time, the D&H explored the notion of separating / distancing the levels on the planes, the one from the other. They did so on Planes 7 and 8 in the 1859 configuration.

#### **Planes and Levels, 1845**

Let's take a closer look at those seven planes in the 1845 configuration. Plane and Level No. 1: roadbed unchanged, but a 50-foot water wheel was the motive power on this plane from 1845 up to the completion of the 1859 configuration, when an entirely new Plane No. 1 was constructed on a different roadbed.

Plane No. 2 was unchanged, and Level 2 was moved to make the forward movement, by gravity, of the loaded cars easier.

Plane No. 3 gained new roadbed for both the plane and level.

Plane No. 4 received new roadbed for both plane and level. (Most extraordinarily, a portion of Level No. 4 now crossed No. 4 Pond on a trestle.)

*continued on page 14*

#### *Page 13:*

**Top:** EMD GP59 demonstrators EMD8-EMD9 with ST SD26s 615-641 on D&H train POPY at FA Tower, Oneonta, N.Y. Aug. 16, 1987 photo by John D. Bartley, collection of Chet Apparius.

**Bottom:** On September 1, 1977, D&H U30C #707 leads train NE-84 out of White Haven tunnel on the former CNJ/LV line between Allentown and Cotton, Pa. Photo by Joseph McCarthy.

Plane No. 5: New roadbed for both plane and level. From head of Plane No. 5 to head of Plane No. 6, the Summit Level, was three-fourths of a mile shorter than the Summit Level in 1829; the engine house at the head of Plane No. 5 was an entirely new house, and new stationary engines from the shops of William Burden, Brooklyn, NY, were installed therein in 1846; Orlando Foster was the first engineer to run them.

Plane No. 6: Roadbed for plane and level unaltered.

Plane No. 7: Roadbed for plane and level unaltered. With the shortening of the Summit Level in 1845, the Summit Level, Plane No. 6 and Plane No. 7 were now more or less equal in length, which made it possible to move more coal, more quickly, through the system than in the 1829 configuration, when delays were caused by back-ups on the Summit Level.

#### 10-mile Level installed, Waymart to Honesdale

Instead of the Six-mile level, Plane No. 8, and Four-mile Level, as in the 1829 configuration, James Archbald had installed the Ten-mile level, Waymart to Honesdale, on the grade of 44 feet to the mile. The loaded cars now moved by gravity from Waymart to the Canal basin in Honesdale; with no horses needed to move the cars.

#### Light Track, Honesdale to Waymart

For returning the empty cars from Honesdale to No. 7, James Archbald had constructed a separate "light" track, consisting of five planes: Nos. 13 (at Honesdale), 14, 15, 16, and 17. James Archbald's original plan was to have the engines on all five of these planes operated by waterwheels, but water rights were either too expensive (Plane No. 13) or could not be obtained (Nos. 15, 16, 17).

In 1845, four of the planes (Nos. 13, 15, 16, 17) had steam engines, and one had a water wheel (No. 14). In 1846, two waterwheels were installed on Plane No. 17, which meant that three of the five planes now had steam (Nos. 13, 15, and 16), and two had water (Nos. 14 and 17).

In 1847, one more plane had water power (No. 15 or No. 16), which meant that now three of the five planes were powered by water and two by steam. In 1848, one more plane now had water power (No. 15 or No. 16), which meant

that now four of the five planes were powered by water and one (No. 13) by steam.

Between 1848 and 1868, the waterwheels on Planes 14, 15, 16, and 17 were all replaced with stationary steam engines. When, in 1868, the waterwheel on No. 14 was replaced with a steam engine, there were no longer any waterwheels on the light track planes between Honesdale and Waymart. Plane No. 13, the foot of which was at the canal basin at Honesdale, was the steepest plane in the D&H Gravity system: it was 985 feet long and rose 194.5 feet; the level on Plane No. 13 was 14,238 feet long.

Once the empty cars were returned to the foot of Plane No. 7, they were worked back through the system to Carbondale through the seven inclined planes on Moosic Mountain, which were now all double tracked.

#### Extension to Archbald

James Archbald and James Clarkson discovered coal in Archbald (formerly White Oak Run) in 1843. In 1845-1846, a system of gravity planes and levels was built down the Lackawanna Valley to Archbald (seven miles) and back to Carbondale: one South Plane (the old Blakely Plane and Level) and two North Planes (Nos. 1 and 2) with Levels. Planes Nos. 1 and 2 are not to be confused with Planes 26 and 27 in Archbald, which were built in 1859 at the time that the D&H was extended southward to Olyphant. Planes No. 1 and 2 were built by Patrick Gilmartin under the direction of Gideon Frothingham (whose sister, Sarah, married James Archbald).

The foot of the Old Blakely Plane was located near the foot of D&H Plane No. 1 on the Gravity Railroad. There were two stationary steam engines on this plane that pulled the empty cars at Carbondale to the head of the Old Blakely Plane, which was located near the head of Salem Avenue: one engine at Street No. 14, or North Washington Street, and the other at the head of the plane. At the head of the Old Blakely Plane, the empties were moved onto the Blakely Level for their trip down to Archbald. At Archbald, the empty cars were loaded with coal from the White Oak mine, and then moved up the east side of the valley at Archbald, via Planes Nos. 1 and 2, and their Levels, for movement up the valley to Carbondale.

In his letter to President John Wurts, February 5, 1847, James Archbald reported: "We now have a road and machinery capable to sending to market five hundred thousand tons a year, or 400,000 tons more than was originally contemplated [in 1829]". With the 1845 configuration in place and operational, shipments of coal increased dramatically: 1847, 386,203 tons; 1848, 437,500; 1849, 454,240; 1850, 432,339; 1851, 472,478; 1852, 497,839; 1853, 494,327; and 1854, 438,407 tons. In 1855, the half-million-ton-per-year-to-market objective of the D&H at that time was reached, when 565,460 tons of anthracite coal were shipped to market via the D&H Gravity Railroad and Canal.

Such was the 1845 configuration of the D&H Gravity Railroad. A detailed account of this configuration, with abundant maps, photographs, and supporting material, is presented in Volume II in the present author's 24-volume series on the D&H.

DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11

#### Industry News from page 11

tive PTC work complete and will be operating PTC across all of the tracks we control and across much of the host railroad network", the spokesman told the subcommittee, which called the hearing to receive a PTC progress report. Currently, 222 of Amtrak's 315 daily trains operate with PTC along some or all of their routes. By Jan. 1, Amtrak anticipates that number will climb to 283, or 90 percent of those routes.

The interoperability of PTC systems between railroads remains a "work in progress", according to Amtrak. Its goal is to continue to operate all its current routes after the first of the year.

Progressive Railroad magazine

DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11-BL211-DA11





15. **Addition for Volume XII:** Detailed report by Steve Wagner in “Open Platform Observations” (*BLHS Bulletin*, December 2018, pp. 26-28) on Kip Grant’s presentation on the Lake George Branch of the D&H at the October 6, 2018 at Queensbury, NY:

As I got back in my car about 10:50, I heard a train, which turned out to be a southbound freight hauled by more red CP units, of which I barely caught a glance. I saw it moving as far south as the yard south of town. I left the highway at Comstock in hopes of seeing it there, but no such luck. The road must have been relocated since 1962, when I’d noted a portable coal conveyor unloading coal from a hopper car into a truck that would be taking it to the prison east of the road. This time I did catch sight of the prison and was quite surprised at how large it is.

#### The BLHS luncheon

I reached the Ambrosia Diner at 11:35 or 11:40 and was happy the meeting hadn’t yet started. I lucked out and got a seat between columnist **Jim Lafayette**, whom I was happy to meet for the first time, and **Bill Bibby**, whom I remember as a speaker and panelist at past BLHS events. I was also very glad to meet **Bill McChesney**, who didn’t know whether the as yet unreleased new *Walters* catalog would include photos of his fine HO modeling, as usual; and **Bill Doyle**, who had provided information on Amtrak’s “great dome” for our November issue.

Steve Wagner’s report on Kip Grant’s presentation on the Lake George branch of the D&H at the October 6, 2018 BLHS meeting

#### Kip Grant’s program

After lunch, BLHS member **Kip Grant** presented a very thorough and informative PowerPoint program on the Delaware & Hudson’s Lake George Branch.

At this point, lest any readers overestimate my note-taking abilities, I’ll mention that I sent drafts of what follows to Mr. Grant, and he made numerous corrections and some additions to what I’d written.

Kip grew up in Hudson Falls and has closely observed this line since boyhood, when he spent a lot of time watching

railroad operations there and in Glens Falls, and befriended many of the D&H employees. He was a radio journalist in Glens Falls for many years, is very familiar with the area, and has done a lot of research.

Home base for the branch’s operations has always been Fort Edward, where railroad facilities were for decades more extensive than they are now, with five yard jobs daily. The branch is essentially a 14-mile tail to the wye that connects it to the main line between the Capital District and Canada. Operations on the first five miles to Glens Falls have always been freight-oriented. Those on the nine-mile extension to Lake George were largely passenger-oriented until that service ceased in 1957.

The branch as far as Glens Falls was built by 1869, paralleling the Hudson River from a quarter-mile to a half-mile from its banks. Nearly all the major industries on the branch were on this part of the line. A big paper mill in Fort Edward became part of International Paper, later Marinette, then Scott Paper; it is now operated by Irving (headquartered in the Canadian province of New Brunswick). General Electric also had a large plant near the border with Hudson Falls. Several smaller firms were in Hudson Falls, including United Wallpaper and Union Bag & Paper, along with another big General Electric plant. While there industries were thriving, a D&H crew regularly worked much of each day at Hudson Falls into the 1950s. GE closed its Hudson Falls plant on the branch in 1986 and has demolished nearly all of the buildings at the site; it has recently closed the Fort Edward plant as well.

Another major industry, in Queensbury, between Hudson Falls and Glens Falls, started in the early 1900s as Imperial Wall Paper Company. It became Imperial Color Works in 1915 and Imperial Paper & Color in 1928. Its plant was acquired in 1960 by Hercules Powder Company and in 1979 by CIBA-GEIGY Corp. when it purchased the Hercules Pigments Division. Today CIBA-GEIGY is a memory and the site is one huge grassy field containing leftover environmental problems which may allow only certain types of future development.

The anchor shippers and receivers in

Glens Falls itself were Glens Falls Cement and the Finch Pruyn paper mill, now Finch Paper.

Numerous smaller customers were also served there. One received a single Swift meat reefer at a time; another could receive two Armour cars at a time. Meat cars were most numerous on the weekend. (Ex-D&H railroader **Bill Bibby** confirmed to the group that he remembered freight WR-1 taking just one car to Glens Falls Sunday afternoons to get it there on time for Monday, which was meat day.) The five or six story Lapham & Parks grain elevator became Hovey Fruit, which among other produce received bananas.

By 1951, freight business on the whole branch had declined somewhat, but still amounted to 27,902 carloads for the year. In 1959 it wasn’t much less.

#### The stations

Streetcar service between Glens Falls and Fort Edward started with horse-drawn cars on narrow gauge track in 1885. A few years later the line was rebuilt to standard gauge and electrified. It was consolidated into the Hudson Valley Railway in 1901, which had lines from Warrensburg, northwest of Lake George Village, through Glens Falls to Saratoga Springs and Troy. The D&H bought the interurban line in 1907 and for years trolleys and railroad trains offered competing passenger service. The Hudson Valley Railway had its busiest day ever in 1913, when Warren County marked its centennial with National Guard troops fighting mock battles on the very site in Queensbury where the Ambrosia Diner, where the BLHS gathering heard Kip’s talk, now stands. The trolleys were replaced by buses in 1928.

The D&H had owned the Fort William Henry Hotel at the south end of Lake George for twelve years before 1882, when it finished extending the rail line to serve it. For decades the D&H owned the major passenger boats on Lake George (as well as those on Lake Champlain). The village where the lakefront station was built was then named Caldwell. It was renamed Lake George Village in 1903, though the local post office was named Lake George earlier. But from 1882 on, the railroad called the line its Lake George Branch. In the first year

of passenger service to Lake George (which was only seven months, from June 1882 to year's end), it carried some 60,000 passengers. The importance of the Ft. William Henry Hotel to the D&H was shown in 1909 when the wooden structure, which had originally been three stories high but had two more added, burned to the ground in 45 minutes. It took the D&H just two weeks to decide to build a new hotel on the site using less flammable materials.

The branch had considerable grades at both ends. From the mainline at Fort Edward it ascended on a 2.02% grade to Park Avenue near the GE plant and the border of Hudson Falls (originally Sandy Hill). A second engine was used to that point on trains of more than 600 tons. The grade up from Lake George Village was 2.35% for 1.75 miles. A 1910 photo shows a heavy passenger train – presumably on a Sunday, when tourists often rode 13- or 14-car trains homeward – with three camelback locos. Two were helpers. One routinely returned to the lake 15 minutes after the train had departed, with the other following five minutes later. For years, small engines were turned on a 62-foot turntable a little west of and inland from the station.

The first passenger depot at Fort Edward was essentially a storefront. The first “real” station, built in 1880, was replaced in 1900 by the one still in use. An 1870 photo shows the original wooden depot at Hudson Falls with a horse-drawn “station wagon” beside it; such vehicles took riders from trains to nearby hotels. A masonry station replaced that wooden depot in 1901.

The original 1869 Glens Falls station was at the same location as the brick D&H freight depot and office building, erected in 1897, which still stand. A masonry passenger station was built in the same year and was used until passenger service to and from it ended in 1958. It was used by a local electrical contractor until it was razed in the mid-70s for construction of the Glens Falls *Post-Star* and *Times* newspapers offices and printing plant.

#### And the changes

The Abraham Wing elementary school in Glens Falls was near several railroad crossings. The city prohibited

trains from crossing several neighborhood streets while children were going to and from school and at lunch time. Some flashers were installed in 1934. In 1947 the unusual brick crossing gateman's tower was built. There was nearly always a train in the circuit; the gatemen were kept busy. They and flagmen were gone in 1958.

Track signals north of Glens Falls were removed in the mid to late 1940s. The remaining signals were replaced by an Absolute Block System in the 1950s; that was retired in 1973.

The first Lake George station was a tall wooden structure known as the pagoda. I'd seen photos of it before, and never understood the purpose of its height. It turns out that station personnel, and perhaps sometimes tourists, could watch for lake boats using binoculars from its upper level. The new station, featuring a decorative tower with polychromed statues of an American Indian, a Frenchman, a British soldier, and an American, was built in 1912. The depot itself is more or less of Spanish mission style, with red tiles on its roof.

There was great “choreography” for the transfer of passengers from boats to trains. Kip noted that the people heading from the shore to the station in one old photograph were clearly not strolling but moving quite quickly so as to not miss their train.

A cable railway built in 1895 to the top of Prospect Mountain drew many visitors for a few years, with 5,000 people riding in its first week. But interest in it declined quite quickly, and it was scrapped during the first World War.

In 1910, the D&H built a “marine track” 810 feet long at Lake George Village. It allowed a boxcar attached to a locomotive by a steel cable to roll under careful control partway into the lake, so that a fairly sizable boat could be unloaded through the car's end doors directly into the lake. The track was originally installed on the ice that forms on the lake in the winter, and after the spring thaw divers fastened it to the bottom, ten to fifteen feet below the lake's surface. This lasted until 1950, when most of it was removed. Some is still underwater.

#### The other D&H steam

Steamboat service at its height fea-

tured daily round trips by two large boats, the *Horicon* (second of that name), based at Lake George Village, and the *Sagamore*, based at Baldwin, at the end of a railroad branch from Ft. Ticonderoga, plus shorter trips by the smaller *Mohican* (second of that name).

In 1925, a balloon track was built south of the station to turn whole trains, and the turntable was removed. Arriving trains routinely turned on the balloon track and then backed into the station tracks before passengers got off. This was a safety measure.

Mr. Grant showed a marvelous diagram of D&H facilities at Lake George, which he compiled based on five separate D&H valuation maps. It should be printed in the next issue.

For decades, as many as four tracks extended onto a wooden pier, and passenger cars were spotted there for convenient access to lake boats. Those tracks were removed in the 1940s.

Summertime business at the hotel flourished into the 1920s, along with the rail and boat passenger service. Partly because the lake freezes over in the winter, passenger traffic was much less then. Tobogganing at the hotel and horse racing on the ice didn't help much. The Depression hit the region's recreation-based businesses very hard, and the railroad sold its hotels and steamboat lines in the 1930s.

In the 1930s the D&H, which ran some successful trains for skiers and other winter sports enthusiasts to North Creek on the Adirondack branch, did run one winter sports train to Lake George, for skiing on part of Prospect Mountain, but Kip hasn't found a second such train mentioned in local newspapers.

No steam loco larger than a 4-6-0 or a 2-8-0 was ever used on the Lake George Branch. Diesel-electrics were commonly used by about 1950, but some steamers were still there in 1951. The 35,000 gallon water tank at Lake George was dismantled in 1952. There was a smaller water tank at Hudson Falls and two at Fort Edward. No coaling stations were on the branch, except for a small coal dock at Lake George for the rare times when a locomotive would need fueling there.

In 1949, a great deal of sand and money produced the “Million Dollar

Beach" at Lake George Village, and an improved road along the lakefront to accommodate increased auto traffic.

By the early 1950s, the only train to Lake George was typically a baggage car, a Railway Post Office car, and one coach, plus an occasional freight car. The RPO service actually started only in 1951, after all passenger service on the Adirondack Branch ended. Some of the mail in the car that went to Lake George was transferred to trucks, which took it to such places as Hague and Lake Luzerne. The RPO clerks had time off between the train's arrival at 9 a.m. and its departure at 2 p.m., often using it for fishing and swimming.

By the mid-1950s, the D&H was running ads in area newspapers and railroad industry publications, pointing out that the crew on the Lake George trains often outnumbered the passengers. One ad was headlined, "Railroad Service No Longer Wanted to Lake George". The last passenger train to Lake George ran on November 11, Veterans Day, 1957. The crew was surprised that as many as thirty people rode it.

#### End of an era

The engine and freight facilities at Lake George were replaced by an amusement area. I recall as quite a young boy visiting an attraction with a Wild West theme on the site. I believe that preceded the "Gay 90s" Gaslight Village that Kip mentioned.

Dorr Martin missed rail service to his lumberyard, and bought the tracks to Lake George, but they were gone within two months. He had little luck selling pieces of the right of way to abutters. In the early 1970s Warren County approached him about buying the land to use it for a recreation trail. Following a series of negotiations while playing golf, a deal was struck. The Warren County Bikeway between Glens Falls and Lake George opened in 1978; it's now used by an estimated 100,000 riders per year.

The groundskeeper at a country club along the bikeway asked Kip about a concrete post he spotted. It's a D&H milepost, and it has been properly repainted to show LG6 on one side and A64 on the other.

Kip closed his program with photos of many D&H workers he'd befriended, beginning as a boy. When some of them noticed that he picked up and saved the

switch lists they discarded when finished with their work, they started saving them for him. What he learned from them is the basis of much of the operations on his HO model railroad. Among them were conductors **Jim Lafayette**, Charlie Sweet, John Smith (who managed to keep working after a laryngectomy) and **Bill Bibby**, engineers **Larry LaFarr** and Ed McCrea, yard clerks Tom Burke and Roland Gebo, and trainmen Bill Giles, Leo Archambault and Stan Chapman.

#### More fun and the homeward ride

**Bill Bibby** stressed that railfans who never worked for the railroad are still a part of the D&H family. He also reported on efforts to preserve the former D&H milk car at the North Creek station.

**Dr. S. Robert Powell** gave an amusing account of someone trying to sell the D&H safety trophy he wrote about in our November *Bulletin* for an exorbitant price on eBay.

**Bill Doyle** urged people to ride the *Adirondack*, especially while the Great Dome is still running, noting that he and other guides ride from Saratoga Springs north to Westport and back from there on the southbound; he also reported on private car movements.

Heading homeward, I found myself near Fort Edward and decided to visit the station in hopes of seeing the southbound *Adirondack*. I was able to go inside for the first time. The woman working at a very pleasant snack shop checked and learned that the train was running about 30 minutes late, and I chatted with a couple who had been at the BLHS lunch. **Tom Cook** hopes to model the station. When the train arrived, it was led by loco #103, and once again didn't include the dome car "Ocean View". Can any reader tell us what had happened to the car?

Mapquest had recommended a route across southern Vermont, rejoining Route 2 west of Greenfield. It was getting dark, and I decided to use a road I'm much more familiar with: the Mohawk Trail. A lack of time precluded a side trip to North Bennington. In Pownal, I saw an eastbound intermodal train beside me. I was able, without speeding, to get ahead of it and, in North Adams, count about 82 containers behind its two UP and one NS 6-axle units.

The Mohawk Trail over Hoosac Mountain was foggy, especially at Whitcomb Summit, where I could barely see

the statue of the elk. Traffic was very light and I reached home safely around 8:50.

#### Addendum

The "RCA" building in Albany with the big *Nipper* on top, referred to by Steve in his "Saturday morning trip" section above, is not the RCA building. Yes, some people probably did call it that, perhaps in homage to *Nipper*. The building is actually the former RTA Distributors (televisions, appliances, etc.) warehouse and headquarters. RTA was the main RCA distributor in the area.

Take a close look at *Nipper*, and you will see an aircraft obstruction warning light on the tip of his ear; he is that tall. One other bit of RTA trivia: the lunch room in the building was named "*Nipper's Cafe*"; that sign was (and may still be) visible from the street (Broadway). So why do I know all that? I worked for the RCA (Mainframe) Computer Division at the time....JB].

**Women Telegraphers** from page 19 office pot belly stove, she had heat. There was no electricity, but there was an oil lamp on the telegraph table. Things were looking up.

Very soon the freight was on its way with no time lost. Ginny OS'd the train at 4:50 PM to the Dispatcher. It was dark and cold on her way back to her rooming house late that night, and she would work another fifteen days before she got a day off. As she walked along, she sang 'Jingle Bells', for it was December 18, 1943, and she was 18 years old".

multiple sources via *Midwest Rail Scene Report*

#### Page 29:

**Top:** A Guilford plow extra with D&H 7325 and B&M 340 for power heads south over the D&H through South Schenectady, N.Y. February 14, 1988 photo by Jack Wright.

**Bottom:** The D&H's Mohawk Yard in Glenville, N.Y. during the D&H's NYS&W directed-operations period could be colorful and even a bit exotic. NYSW ex-BN F45 6635 and an NYSW GP hold with a train as NRL 6642 (ex-BN F45), an NYSW F45, and a D&H GP in Guilford colors head south out of the yard with their train. September 1989 photo by Jack Wright.

End of Steve Wagner's report on Kip Grant's presentation

SRP



16. **Addition for Volume XXIII:** Merchant Tanner's Line ad from 1899 posted on Facebook on November 25, 2018 by John Malia in the New York Railroads, Turnpikes and Canals group:

Please ship by the  *Season of 1899.*

Merchants AND Tanners' Line,

SOUTH SIDE OF PIER (OLD) 42, N. R.,

NEAR FOOT OF CANAL STREET, NEW YORK,

**For Points on the Delaware & Hudson Canal,**

VIZ :

EDDYVILLE, Creek Locks, ROSENDALE, HIGH FALLS, Alligerville, Accord,  
Port Jackson, Middleport, Port Ben, Wawarsing,  
NAPANOCH, ELLENVILLE.

**Freight Received Daily.....**

**B. B. EDSALL, Agent.**

17. **Addition for Volume XII:** D&H Timetable, Pennsylvania Division, corrected to June 27, 1920. Collection of Wayne County Historical Society:

WILKES-BARRE AND NINEVEH										HONESDALE BRANCH									
Read Down					Read Up					Read Down					Read Up				
Sunday	Weekday				Weekday	Sunday				Sun.	Weekday				Weekday	Sun.			
669	509	669	509		660	506	660	516		580	582	580			581	583	585		
PM	AM	PM	AM	Miles	AM	AM	PM	PM		AM	PM	AM	Miles		AM	PM	PM		
.....	9 30	1 00	9 30		11 10	12 50	1 15	11 50		7 45	3 20	7 45			9 50	7 10	8 50		
.....	10 45	2 05	10 45		10 15	11 45	12 15	10 55		8 50	4 15	8 50			8 55	6 15	7 55		
4 25	11 45	4 25	11 45	0	8 19	10 55	8 19	10 05		9 50	5 10	9 50	0		7 55	5 15	7 00		
4 43	12 07	4 43	12 07	7	8 07	10 37	8 07	9 47		10 01	5 20	10 01	5		7 42	5 01	6 47		
4 58	12 19	4 58	12 19	12	7 55	10 25	7 55	9 35		10f05	5f24	10f05	6		7f38	4f58	6f43		
5 05	12 25	5 05	12 25	14	7 50	10 19	7 50	9 29		10f19	5f38	10f19	9		7f25	4f45	6f30		
5 14	12f31	5 14	12f31	18	7 43	10f09	7 43	9f19		10 24	5 44	10 24	12		7 20	4 37	6 25		
5 24	12 41	5 24	12 41	21	7 36	10f01	7 36	9f11		10f31	5f50	10f31	15		7f11	4f29	6f16		
5 34	12 51	5 34	12 51	26	7 22	9 48	7 22	8 58		10f38	5f57	10f38	17		7f07	4f22	6f12		
5 43	1 01	5 43	1 01	29	7 10	9 36	7 10	8 46		10 41	6 01	10 41	18		7 05	4 20	6 10		
5 53	1 11	5 53	1 11	34	6f55	9f20	6f55	8f30		f.....f.....	f.....f.....	20			f.....f.....	f.....f.....	f.....f.....		
5 57	1 15	5 57	1 15	36	6 51	9f18	6 51	8f23		10f47	8f07	10f47	21		6f55	4f11	6f00		
.....	1 22	.....	1 22	38	.....	9 11	.....	8 21		10f52	8f10	10f52	22		6f52	4f08	5f57		
.....	1f34	.....	1f34	41	.....	9f03	.....	8f13		10 57	6 15	10 57	24		6 49	4 04	5 54		
.....	1 45	.....	1 45	47	.....	8 51	.....	8 01		11f02	6f20	11f02	25		6f43	3f58	5f49		
.....	1 54	.....	1 54	50	.....	8 44	.....	7 54		11 06	6 23	11 06	26		6 40	3 55	5 45		
.....	2 05	.....	2 05	55	.....	8 36	.....	7 46		11 10	6 30	11 10	28		6 35	3 50	5 40		
.....	2 15	.....	2 15	59	.....	8 25	.....	7 40											

f Stop on Signal. Light faced type denotes A. M. time.

Dark faced type denotes P. M. time

No. 67

JOHN J. COYLE, Div. Pass. Agt.  
SCRANTON, PA.

AVOID WASTE  
KEEP THIS TIME TABLE

Time Table  
Pennsylvania Division

WAYNE COUNTY HISTORICAL SOCIETY  
P. O. Box 446  
HONESDALE, PA. 16831  
*[Signature]*

Delaware  
and Hudson

Corrected to June 27, 1920



STATIONS	Miles	CARBONDALE TO WILKES-BARRE Weekday									Sunday			
		502	504	508	510	512	514	518	520	506	522	524	526	516
		AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	PM	PM
CARBONDALE.....Lv.	0	5 30	7 00	8 10	9 30	12 50	2 20	5 30	7 10	11 00	7 20	11 30	7 10	10 10
Mayfield.....	3	5 36	7 06	8 16	9 36	12 56	2 26	5 36	7 16	11 06	7 24	11 36	7 16	10 16
Jermyn.....	4	5 40	7 10	8 20	9 40	1 00	2 30	5 40	7 20	11 10	7 27	11 41	7 20	10 20
Archbald.....	7	5 45	7 15	8 25	9 45	1 05	2 35	5 45	7 25	11 15	7 31	11 46	7 25	10 25
Winton.....	8	5 48	7 18	8 28	9 48	1 08	2 38	5 48	7 28	11 18	7 34	11 48	7 28	10 28
Jessup-Peckville.....	9	5 52	7 22	8 32	9 52	1 12	2 42	5 52	7 32	11 22	7 37	11 52	7 32	10 32
Olyphant.....	11	5 57	7 27	8 37	9 57	1 17	2 47	5 57	7 37	11 27	7 41	11 57	7 37	10 37
Dickson.....	12	6 02	7 32	8 42	10 02	1 22	2 52	6 02	7 42	11 32	7 45	12 02	7 42	10 42
Providence.....	14	6 07	7 37	8 47	10 07	1 27	2 57	6 07	7 47	11 37	7 49	12 07	7 47	10 47
Green Ridge.....	15	6 10	7 40	8 50	10 10	1 30	3 00	6 10	7 50	11 40	7 52	12 10	7 50	10 50
SCRANTON.....Ar.	16	6 14	7 45	8 55	10 15	1 35	3 05	6 15	7 55	11 45	7 55	12 15	7 55	10 55
SCRANTON.....Lv.	16	6 20	7 50	9 00	10 20	1 40	3 10	6 20	8 00	11 55	8 00	12 25	8 00	11 00
South Scranton.....	18	6 27	7 57	9 07	10 27	1 47	3 17	6 27	8 07	11 57	8 07	12 32	8 07	11 07
Minooka-Taylor.....	20	6 31	8 02	9 12	10 32	1 52	3 22	6 32	8 12	12 07	8 11	12 37	8 12	11 12
Moosic.....	22	6 36	8 09	9 19	10 39	1 57	3 29	6 39	8 19	12 14	8 16	12 44	8 19	11 19
Avoca.....	24	6 40	8 13	9 23	10 43	2 01	3 33	6 43	8 23	12 18	8 20	12 48	8 23	11 23
Pittston.....	27	6 46	8 19	9 29	10 49	2 05	3 39	6 49	8 29	12 24	8 26	12 52	8 29	11 29
Yatesville.....	28	6 50	8 22	9 32	10 52	2 10	3 45	6 52	8 32	12 27	8 30	12 57	8 32	11 32
Lafin.....	30	6 53	8 26	9 36	10 56	2 14	3 50	6 56	8 36	12 31	8 33	1 01	8 36	11 36
Hudson.....	31	6 57	8 30	9 40	11 00	2 18	3 55	7 00	8 40	12 35	8 37	1 05	8 40	11 40
Miners Mills.....	32	7 00	8 32	9 42	11 02	2 20	3 58	7 02	8 42	12 37	8 40	1 07	8 42	11 42
Parsons.....	33	7 03	8 35	9 45	11 05	2 23	4 01	7 05	8 45	12 40	8 43	1 10	8 45	11 45
WILKES-BARRE.....Ar.	35	7 10	8 40	9 50	11 10	2 30	4 06	7 10	8 50	12 50	8 50	1 15	8 50	11 50

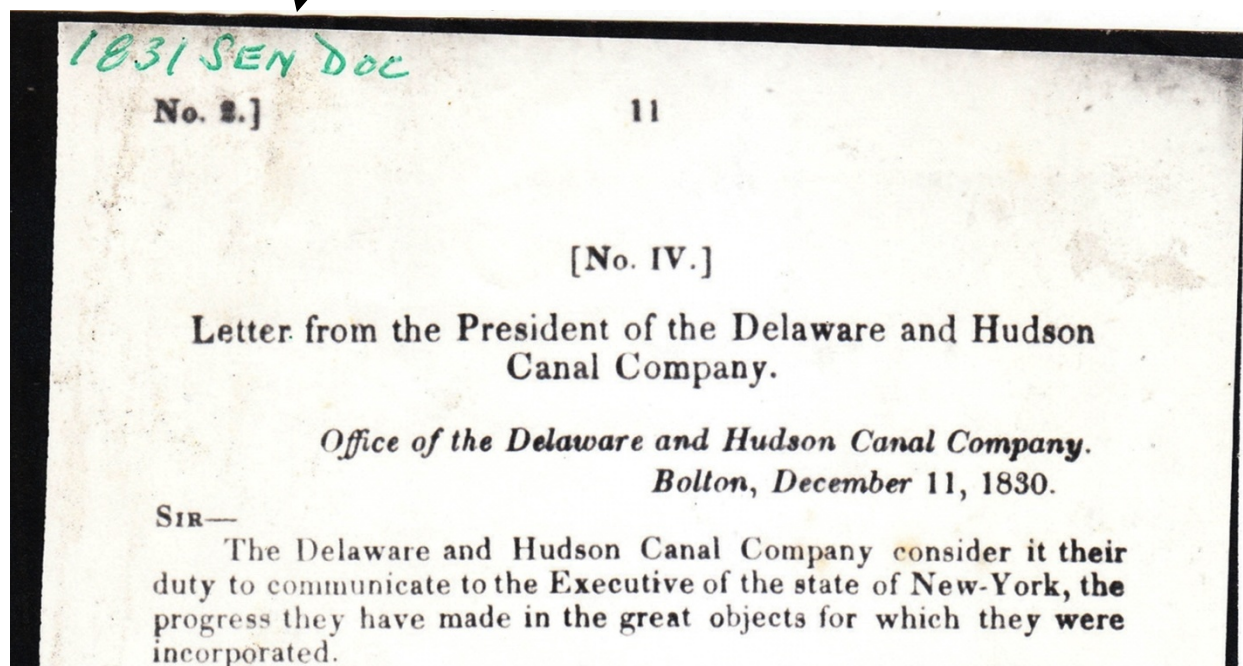
STATIONS	Miles	WILKES-BARRE TO CARBONDALE Weekday									Sunday			
		501	503	509	505	507	511	513	515	517	503	509	511	517
		AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM
WILKES-BARRE.....Lv.	0	5 30	7 45	9 30	1 00	3 20	4 15	5 25	6 45	10 45	7 45	9 30	4 15	10 45
Parsons.....	2	5 35	7 50	9 35	1 05	3 25	4 20	5 30	6 50	10 50	7 50	9 35	4 20	10 50
Miners Mills.....	3	5 38	7 53	9 39	1 08	3 28	4 24	5 32	6 52	10 53	7 53	9 39	4 24	10 53
Hudson.....	4	5 41	7 57	9 43	1 12	3 32	4 27	5 33	6 53	10 56	7 57	9 43	4 27	10 56
Lafin.....	6	5 46	8 02	9 48	1 17	3 37	4 32	5 37	6 57	11 01	8 02	9 48	4 32	11 01
Yatesville.....	7	5 50	8 07	9 54	1 22	3 42	4 37	5 41	7 01	11 05	8 07	9 54	4 37	11 05
Pittston.....	9	5 54	8 11	10 00	1 26	3 46	4 42	5 44	7 04	11 08	8 11	10 00	4 42	11 08
Avoca.....	11	6 00	8 17	10 07	1 32	3 51	4 48	5 48	7 08	11 14	8 17	10 07	4 48	11 14
Moosic.....	13	6 05	8 22	10 12	1 37	3 54	4 53	5 52	7 12	11 19	8 22	10 12	4 53	11 19
Minooka-Taylor.....	16	6 11	8 28	10 19	1 43	3 59	4 59	5 58	7 18	11 25	8 28	10 19	4 59	11 25
South Scranton.....	18	6 15	8 33	10 23	1 48	4 03	5 03	6 03	7 22	11 29	8 33	10 23	5 03	11 29
SCRANTON.....Ar.	19	6 22	8 40	10 30	1 55	4 07	5 07	6 10	7 29	11 37	8 40	10 30	5 07	11 37
SCRANTON.....Lv.	19	6 37	8 50	10 45	2 05	4 15	5 15	6 15	7 35	11 45	8 50	10 45	5 15	11 45
Green Ridge.....	21	6 45	8 55	10 51	2 10	4 20	5 20	6 20	7 40	11 50	8 55	10 51	5 20	11 50
Providence.....	21	6 50	9 00	10 55	2 14	4 24	5 25	6 23	7 43	11 54	9 00	10 55	5 25	11 54
Dickson.....	23	6 55	9 05	11 00	2 19	4 28	5 31	6 28	7 48	11 58	9 05	11 00	5 31	11 58
Olyphant.....	25	7 00	9 10	11 05	2 24	4 32	5 37	6 33	7 53	12 02	9 10	11 05	5 37	12 02
Jessup-Peckville.....	26	7 05	9 14	11 11	2 29	4 35	5 43	6 38	7 58	12 05	9 14	11 11	5 43	12 05
Winton.....	28	7 08	9 17	11 14	2 32	4 39	5 47	6 42	8 02	12 09	9 17	11 14	5 47	12 09
Archbald.....	29	7 11	9 21	11 19	2 35	4 42	5 51	6 45	8 05	12 12	9 21	11 19	5 51	12 12
Jermyn.....	31	7 16	9 26	11 25	2 40	4 47	5 56	6 50	8 10	12 17	9 26	11 25	5 56	12 17
Mayfield.....	32	7 20	9 30	11 30	2 45	4 50	6 00	6 54	8 14	12 20	9 30	11 30	6 00	12 20
CARBONDALE.....Ar.	35	7 30	9 40	11 35	2 55	5 00	6 10	7 00	8 20	12 30	9 40	11 35	6 10	12 30



18. **Addition for Volume I:** Letter, dated December 11, 1830, from D&H President John Bolton to the "Executive of the State of New York".

Shown below is the head of this letter, the complete text of which is in the holdings of the Wayne County Historical Society, Honesdale, PA:

"1831 Sen Doc" [New York State Senate Documents, 1831]: D&H progress report, 1831, maintained in the official records of the executive of the state of New York



**Letter from the President of the Delaware and Hudson Canal Company.**

*Office of the Delaware and Hudson Canal Company. / Bolton, December 11, 1830.*

**Sir--**

The Delaware and Hudson Canal Company consider it their duty to communicate to the Executive of the state of New-York, the progress they have made in the great objects for which they were incorporated.

This would seem but proper, were they to rest their claim on the attention of the executive, solely on the ground that they had succeeded in introducing through the interior of the state of New York, the anthracite coal of Pennsylvania, of a very superior quality. But it would seem to be more especially their duty, when the legislature have at different periods, extended their aid to the company, in accomplishing the work in which they have been engaged, to advise the government of its progress and utility.

The managers feel a just pride in the reflection, that they have faithfully fulfilled the objects of the incorporation, and that so far, the predictions of the interested and incredulous have been compelled to yield to the force of facts and the stubborn reality of the completion and successful operation of the work.

Your excellency will readily appreciate the difficulties which had to be encountered by a private company, in constructing a canal of 108 miles in length, through country, which to common observers, seemed impracticable for a work of this description, and a rail-road of 16 miles, overcoming an ascent of 855 feet, in a country thinly inhabited. The latter is the first of its kind in this country, requiring all the combinations for ascending and descending planes, with engines worked by steam and gravity, and shows how readily skill combined with capital can overcome the most formidable obstacles [emphasis added].

Towards the end of 1829, I had the honor to communicate to you, that upwards of 7,000 tons of coal had been brought to the Hudson, and disposed of chiefly at 8 dollars per ton, at the same that it was intimated that the price would be reduced the ensuing season. What the price should be, became an important consideration with the Board, between the close and resumption of active operations. Our want of considerable means for enlarged operations, our duty to the stockholders and to the public, had each a due share in the deliberations of the Board. In our second application to the legislature for aid, we assumed 6 dollars per ton of 2,240 lbs. as the price at which we could afford to sell at tide water. Our brief experience of the past season, although under many disadvantages, sufficed to test our estimates, and the price was accordingly fixed at 6 dollars per ton, at which it has been sold throughout the season. We are now encouraged to hope that with still more enlarged operations, we shall be enabled to realize, in respect to price, the expectations of the public, so far as they are founded on our representations. As a measure of economy, time was taken last spring to put the canal in the best possible condition, which deferred the opening until the 27<sup>th</sup> April, and the very slight interruptions which have occurred in the navigation, proves the good judgment of our chief engineer, Mr. Jervis, in thus deferring the opening of the canal. It has now become a solid, substantial work, and the exposed points on the Delaware and Lackawaxen have been well secured. They have been recently subjected to a severe test, a heavy fall of snow was succeeded by several days on incessant rain. The Delaware and Lackawaxen rose with great rapidity. The former, at our crossing place, 12 feet in 24 hours; the only injury sustained, was on the Lackawaxen, by the water passing through the slope wall, and washing some of the bank into the canal, which was repaired at an expense of 15 dollars. This detail is given in consequence of doubts having been expressed of the stability of this part of our work, in an official report to the legislature in 1829.

Our railroad has fully met our expectations, since the substitution of ropes for chains on the inclined planes [emphasis added]. This change, however, which was effected at the close of

winter, was very expensive. The quality of the coal in the river flat disappointed us. It had been too long exposed to the action of the elements, and its use last season gave consumers an unfavorable impression [emphasis added]. We were on this account compelled by a year earlier than was intended, to commence drifts on both sides of the valley, and at the same time to get out the coal for market this year. To have performed this work with the greatest advantage, the making of drifts should have preceded the mining. This will be done during the suspension of navigation, and will enable us to enlarge our operations the ensuing season. Notwithstanding this difficulty in our mining operations, we have brought to market this year 41,500 tons of coal, all of first quality, except about 1,500 tons of surface coal brought over the rail-road last winter [emphasis added], and the boats yet to arrive will increase the whole quantity to 43,400 tons.

The quality of this coal is so superior and has proved so satisfactory to consumers, that it has entirely redeemed its character, where it had been impaired by reason of the mixture of inferior or surface coal among that which was brought to market in 1829.

We beg leave respectfully to represent to your Excellency that the benefits of our work to the citizens of the state, are no longer a matter of speculation. It is conceded that the price of fuel has been reduced beyond the most sanguine expectations, in this our first season, of tolerably successful operation [emphasis added]. Last season, in the city of New York, foreign bituminous coal was at 12 ½ dollars per chaldron; anthracite 11 and 11 ½ dollars per ton. Foreign was recently sold at \$6.50, about a dollar lower than the average per chaldron. Virginia coal is about 25 per cent. less than last year, and the dealers retail ours at \$7.50, including cartage, leaving \$6.75 as the price of the coal at the yards per ton of 2,240lb. The reduction in the price of wood commenced with the first season of our navigation between the Delaware and the Hudson in 1828, since which wood has been lower than it had been in 20 years previous [emphasis added].

There was a time, and that was only a few years past, when reflecting men anticipated a check to the growth of the city of New-York and its continued prosperity from the high price of fuel, and within three years the humanity and benevolence of the citizens were taxed to the amount of 15 or 20 thousand dollars to supply the suffering poor with fuel; this cannot occur again. In the abundant stock of coal to market, and our ability to meet the increasing consumption, the citizen is relieved from the necessity of laying in his whole stock of fuel for the winter at one time to guard against excessive prices, should the winter be long and severe; and the benevolent heart is freed from all anxiety in respect to the sufferings of the poor from this cause. We confidently trust that in the opinion of all unprejudiced minds, we have redeemed our pledge to the state, in furnishing a superior coal at a price much less than it had ever sold for. We have had to contend with a vigorous competition from companies and individuals engaged in the same business, which has been surmounted; and we confidently predict that, with the fostering



care of the state, the loans she has so generously aided us in procuring, will in due time be paid without any defalcation.

I have the honor to be,

Very respectfully,

Your Excellency's

Ob't. Servant,

JOHN BOLTON,

*President.*

\* \* \* \* \*

**Note:** In the above letter we read: "The quality of the coal in the river flat disappointed us. It had been too long exposed to the action of the elements, and its use last season [1829] gave consumers an unfavorable impression [emphasis added]. We were on this account compelled by a year earlier than was intended, to commence drifts on both sides of the valley, and at the same time to get out the coal for market this year."

Given the consumer complaints about the quality of D&H coal in 1829, the management of the D&H quickly realized that they had to "commence drifts on both sides of the valley" and to establish shaft mines if they were to mine and market successfully anthracite coal. The D&H, therefore, at this time recruited 90 Welsh miners and their families and brought them to Carbondale to show the D&H how to mine effectively deep underground anthracite coal.

19. **Addition for Volume IV:** Letter (offered for sale on E-Bay on November 25, 2018) from D&H President Thomas Dickson to Rollin Manville, Superintendent of D&H operations in Carbondale. Subject of the letter: A person named Williams, by means of a letter to Rollin Manville, has made an accusation against another D&H employee. Manville sent a letter to Thomas Dickson and asked him how he (Manville) should handle the matter. In Dickson's reply, given below, dated July 3, 1884, Thomas Dickson states (1) that "the party making the charge is unworthy of confidence" and (2) that he (Thomas Dickson) does not believe that "the charges contain a grain of truth." Thomas Dickson concludes his letter to Rollin Manville with the following statement: "Sometime when I am at Carbondale, if you wish it, I will send for Williams and let him face the music." Here is that letter:

PRESIDENT'S OFFICE.

DELAWARE AND HUDSON CANAL COMPANY.

Albany & Susquehanna,  
Rensselaer & Saratoga  
AND  
New York & Canada  
Rail Roads.

NEW YORK, July 3<sup>rd</sup> 1884.

R. Manville Esq  
Superintendent.

Dear Sir:

I have your favor of 2<sup>nd</sup> inst.

Of course, I have no objection to an investigation if you desire it, although, it is quite unnecessary, as I am satisfied that the party making the charge is unworthy of confidence.

I may say further, that, I have not for a moment - (even before I made inquiries as to the character of Williams) believed that the charges contained a grain of truth, and I should have paid no attention to them, if the communication had been anonymous as they usually are.

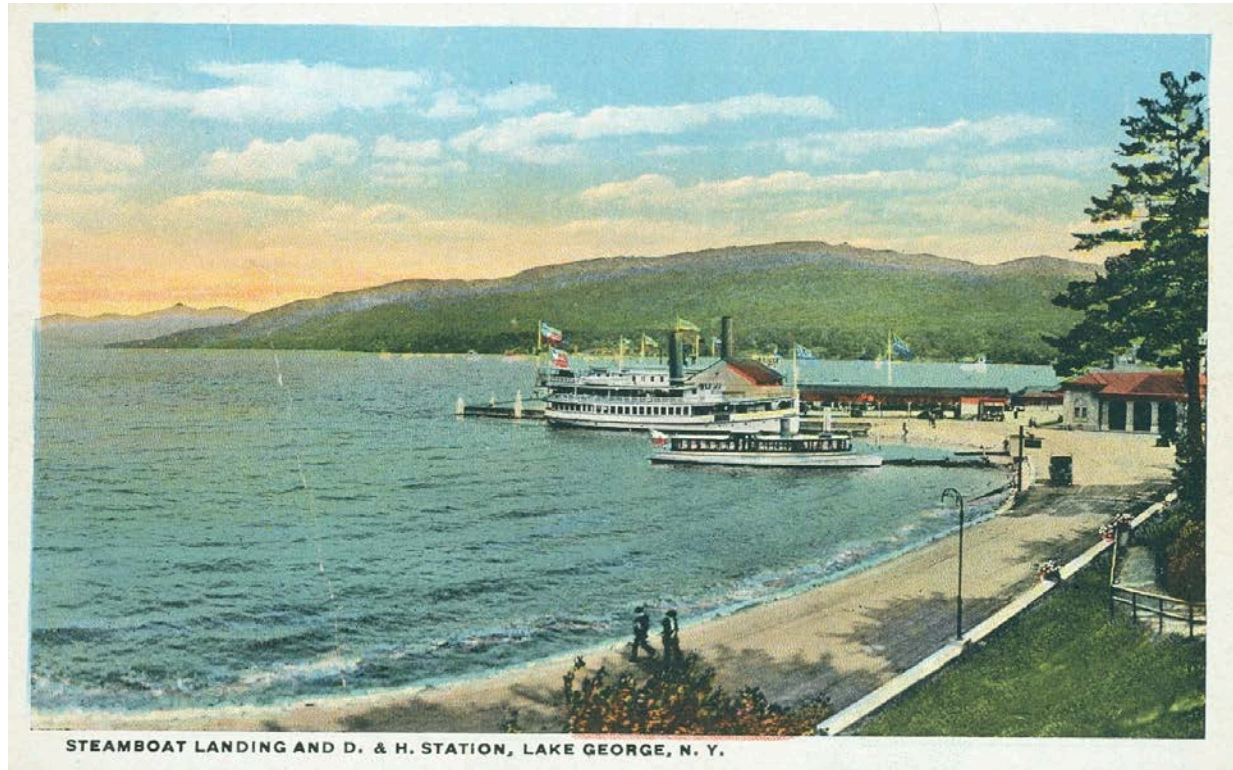
Sometime when I am at Carbondale, if you wish it, I will send for Williams and let him face the music.

Very truly yours,  
Thos. Dickson  
Pres.

Thomas Dickson:  
"...I am satisfied  
that the party  
making the charge is  
unworthy of  
confidence."

Signature of  
Thomas Dickson  
Pres. [President]

20. **Addition for Volume XII:** *Steamboat Landing and D. & H. Station, Lake George, N. Y.*, post card, posted on Facebook, in the Delaware and Hudson Railroad group, on November 28, 2018, by Richard L Vanderbilt.



21. **Addition for Volume XVII:** Coal Miners Remembered monument, Blakely Borough, dedicated on October 7, 2018; project initiated in 2016 (see Volume XVII, pp. 596-597 in S. R. Powell's D&H series) and carried to a successful conclusion by Silvia Passeri, Peckville (*The Valley Advantage*, November 30, 2018, p. 3)



## LETTER TO THE EDITOR



PHOTO BY KAREN BERNHARDT TOOLAN

**To the editor:**

On Oct. 7, 2018, Coal Miners Remembered members dedicated their statue, with 616 accompanying names and two benches in the Blakely Borough Recreational Complex alongside the Lackawanna River. After two and a half years of hard work by many, it finally became a reality.

Pete Puhalla from the Veterans of Foreign Wars in Peckville led the Pledge of Allegiance. Mauri Kelly, our secretary and the county Clerk of Judicial Records, led the coal miners prayer. Evie McNuly, the county's Recorder of Deeds, spoke at the event, as did Rep. Matt Cartwright, state Sen. John Blake and Judge Margaret Bisignani Moyle.

The music was provided by Frank Jones. Bob Price did the photography. Catering was from Sidel's Restaurant. More than 200 people attended the ceremony and beautiful statue. Please visit the site.

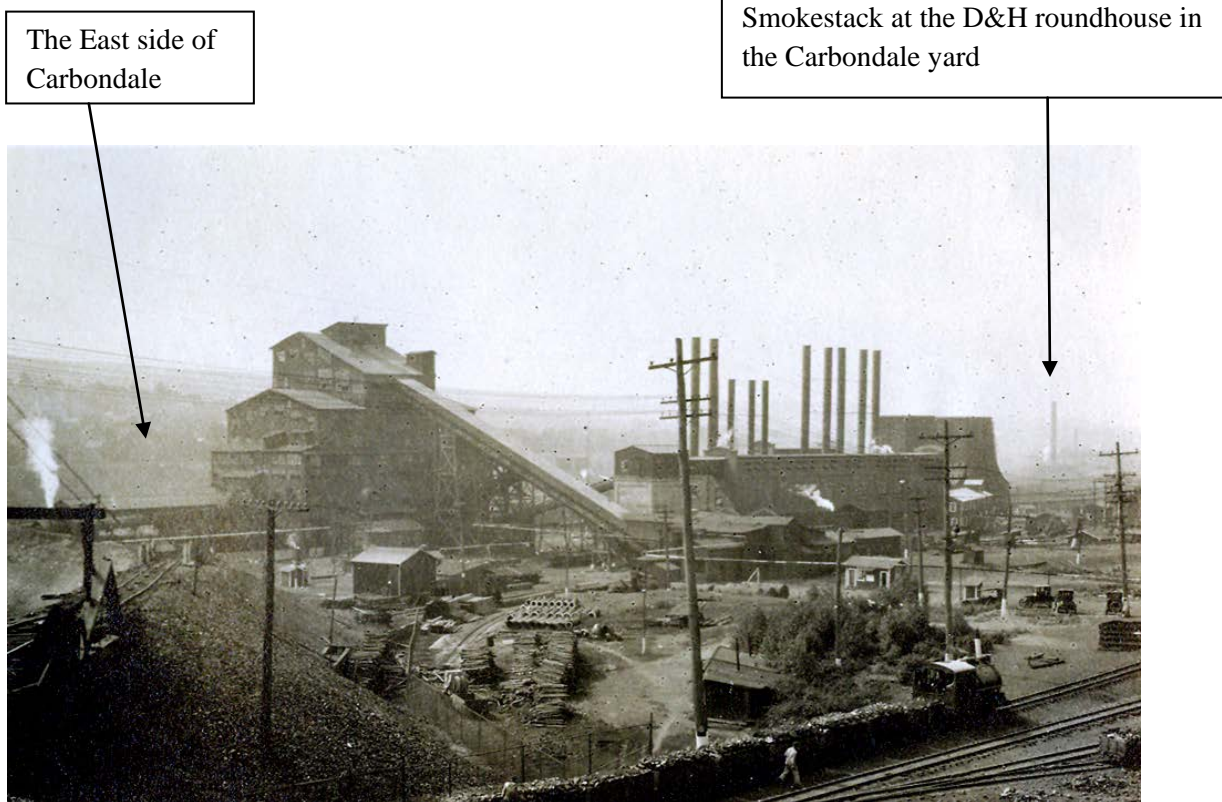
We still have room to add a relative's name to the monument. Call 570-383-2879.

**SILVIA PASSERI**  
Peckville

**22. Addition for Volume XVIII:** *Coalbrook Breaker as seen from the culm piles on the Dundaff Street side (the west side) of the breaker, looking into the D&H Yard.* This is one of seven photos that were donated to the Carbondale D&H Transportation Museum on December 6, 2018 by Jean Doherty (607-734-3128, info@soaringmuseum.org), an Administrative Assistant at the National Soaring Museum, Elmira, NY. These photos were taken by the great uncle of Jean Doherty, James B. Kent.

On 12-07-2018, we learned the following about James B. Kent from Jean Doherty:

“My great uncle was James B. Kent. He took the photos on a visit to Carbondale to see my grandfather, his brother, Zeno N. Kent. Uncle James died in 1934 from complications of mustard gas exposure during WWI. So we know the photos were taken before 1934. And because he had moved out west for his health, I suspect he had taken the photos in the mid-1920s while he was still living in Ohio, and not such a great distance by rail to Carbondale. My grandfather Zeno was a civil engineer and worked for the railroad in Carbondale.”



Identified by Jean Doherty as “Carbondale Breaker”; identified by Mike Bischak as *Coalbrook Breaker as seen from the culm piles on the Dundaff Street side (the west side) of the breaker, looking into the D&H Yard.* Photo by James B. Kent.



*Coalbrook Breaker, Carbondale, seen from the north.* This is one of seven photos by James B. Kent that were donated to the Carbondale D&H Transportation on December 6, 2018 by Jean Doherty. Photo identification by Mike Bischak, December 6, 2018.



Photo by James B. Kent. Identified by Jean Doherty as “Carbondale Breaker”; identified by Mike Bischak as “*Coalbrook Breaker, Carbondale, seen from the north*”.

Here are five additional photos by James B. Kent that were donated to the Carbondale D&H Transportation Museum on December 6, 2018 by Jean Doherty. The titles given below on these photos--and on all seven photos sent to the Carbondale D&H Transportation Museum by Jean Doherty--are by Jean Doherty, who presumably based her identifications on data written on the reverse of these photos by James B. Kent. The sites portrayed have not yet been identified. They may or may not be sites in Carbondale.



“Tunnel”



“Approaching Tunnel”



“2 cents a ride”



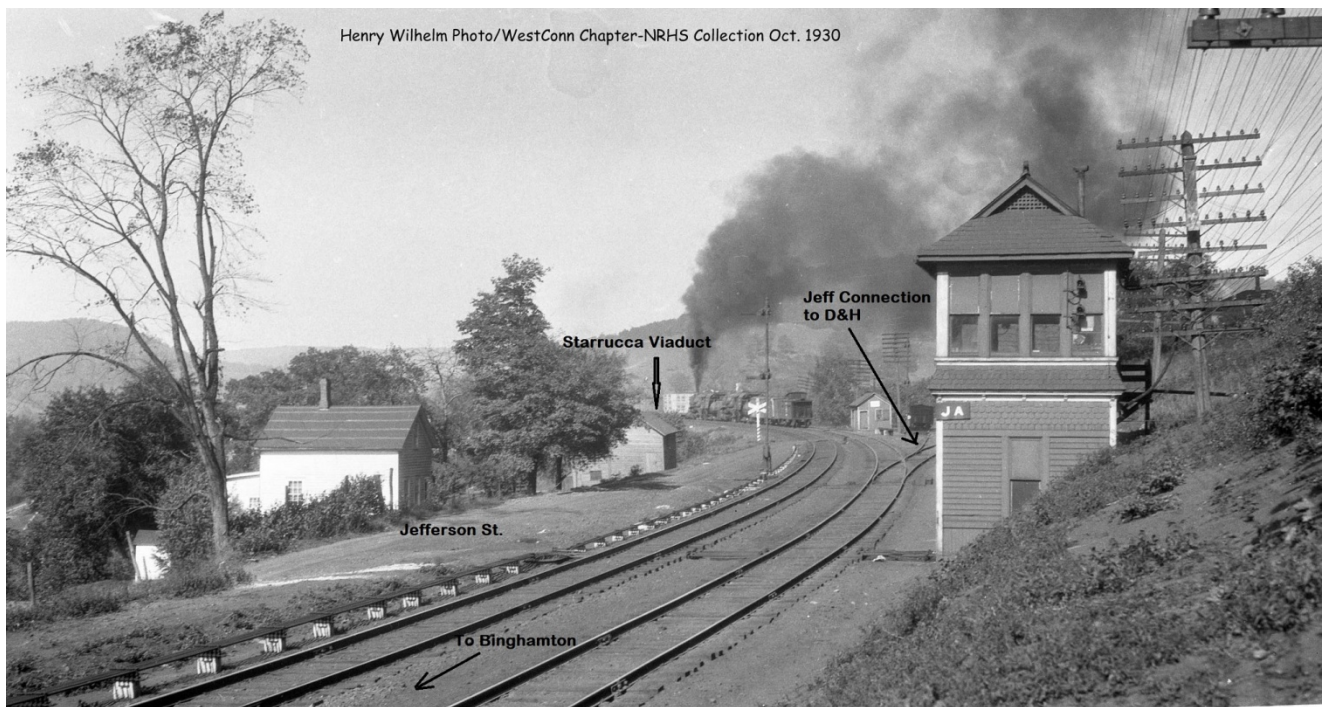


“American Legion Building”

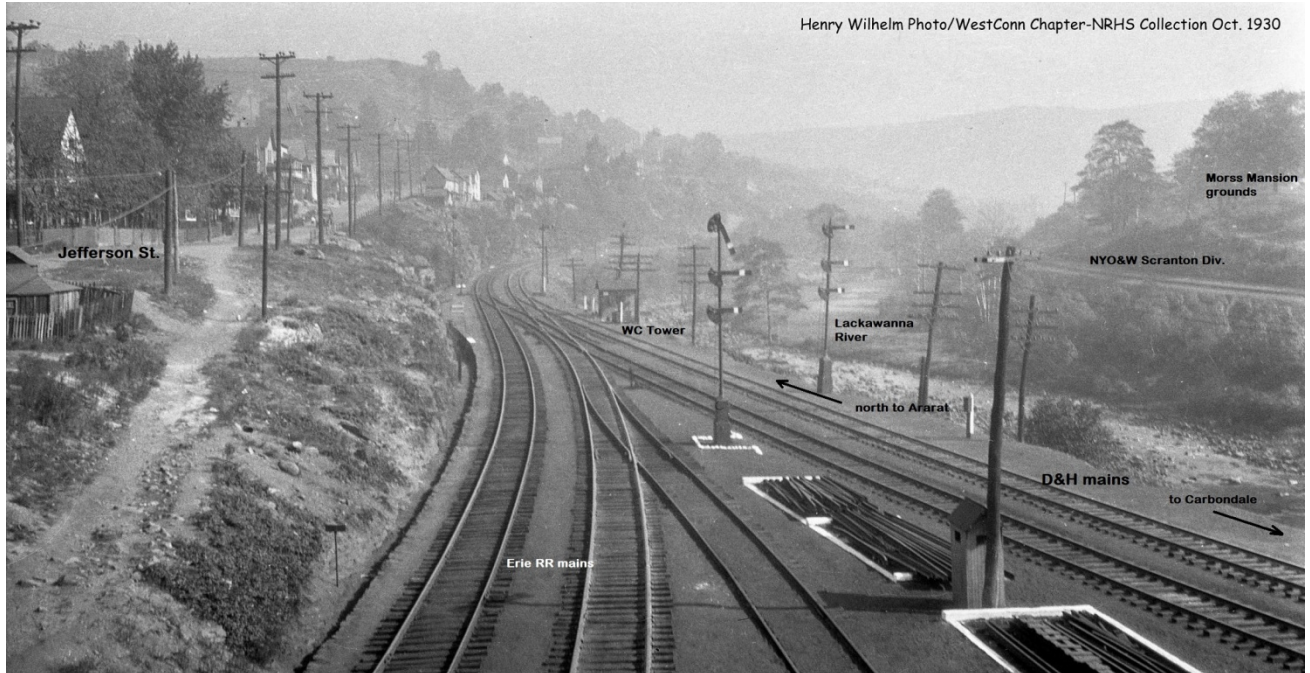


“Washing Slag”

23. **Addition for Volume XI:** Three Jefferson Branch (of the Erie Railroad: Carbondale to Lanesboro) photos located by Mike Bischak at [northamericaninterlockings.com](http://northamericaninterlockings.com) on December 8, 2018:



*JA Tower, Lanesboro Junction, PA.* Photo by Henry Wilhelm, October 1930; features at this site identified by Mike Bischak



*WC Tower, Simpson, PA.* Photo by Henry Wilhelm, October 1930; features at this site identified by Mike Bischak. Note that semaphore signals were used here at the time that this photograph was taken. At the same site (see photo below on p. 68) interlocking CTC signals were in place here.





*YD Tower, Ararat, PA. Photo, July 14, 1953, in Frank Garon Collection*



Two additional Jefferson Branch photos from Breezy on December 8, 2018:



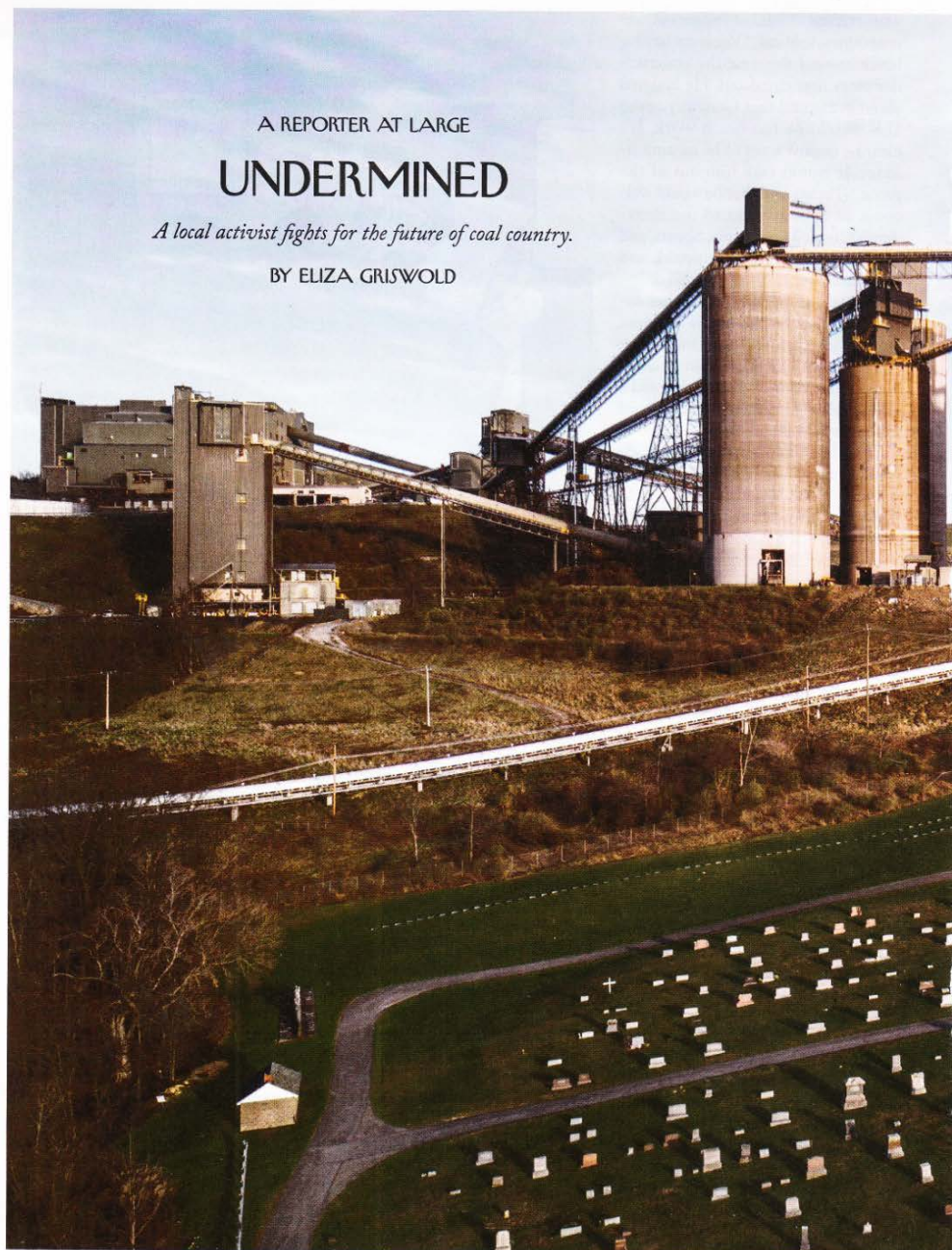
*Two pushers, a caboose, and a Forest City kicker, heading north to Ararat, from the Carbondale yard. Mike Bischak note: "The Forest City Kicker" shown here was not the usual locomotive that day, but rather a K-class "300" that looks to have been just released from the Carbondale shops, as it is nice and clean. These engines were used mainly on the north end of the railroad in dual service, both passenger and freight."*

Notes on the above photograph from Breezy, December 8, 2018: "The O&W Belmont connection was for interchange of cars to/from the D&H. The O&W's Simpson yard was where Railroad St. and the low-income housing development are today. The D&H removed their portion of the connection on 3/22/60, almost 3 years to the day after the O&W shut down. The connection was also used to access the Carbondale Machine Co. (the burned out buildings next to Doyle & Roth). The siding track in the photo to the extreme right was an NYO&W track. It's noted on the valuation map of the north end of Carbondale yard. The D&H portion of the Carbondale Machine Co. track was removed 10/22/58. The connection between the D&H and the NYO&W, south of Carbondale, was known as the Jermyn Transfer."



*D&H Challenger, heading South, and entering the D&H main at WC cabin. Note that when this photo was taken, the semaphore signals at WC cabin (see p. 65 above) had been replaced by interlocking CTC signals.*

24. **Addition for Volume XVII:** Anthracite coal mining in Pennsylvania in the 21<sup>st</sup> century: article in the July 3, 2017 issue, pp. 48-57, of *The New Yorker* titled “UNDERMINED A local activist fights for the future of coal country” by Eliza Griswold:



*Appalachia has supplied coal to the rest of the United States for centuries. In Pennsylvania, a lawsuit involving the Bailey Mine*

48

THE NEW YORKER, JULY 3, 2017





*Complex—an underground mine the size of Manhattan—will help determine whether coal interests continue to dominate.*

PHOTOGRAPHS BY PETER VAN AGTMAEL



One Sunday morning, just after deer-hunting season ended, Veronica Coptis, a community organizer in rural Greene County, Pennsylvania, climbed onto her father's four-wheeler. She set off for a ridge a quarter of a mile from her parents' small farmhouse, where she was brought up with her brother and two sisters. "Those are coyote tracks," she called over the engine noise, pointing down at a set of fresh paw prints.

At the crest of the ridge, she stopped along a dirt track and scanned in both directions for security guards. Around her stretched a three-mile wasteland of valleys. Once an untouched landscape of white oak and shagbark hickory, it now belonged to Consol Energy and served as the refuse area for the Bailey Mine Complex, the largest underground coal mine in the United States.

Five hundred feet below the ridge-line lay a slate-colored expanse of sludge: sixty acres of coal waste, which filled the valley floor to a depth of more than a hundred feet. Coptis stared; it was twice as deep as it had been when she'd visited a year before. "How can it be that after two hundred years no one has come up with a better way of getting rid of coal waste?" she asked. A flock of geese cut a V through water puddled atop the sludge. Recently, activists in West Virginia had paddled an inflatable boat onto a similar pond to bring attention

to the hazards of coal waste. Maybe the same tactic could work here, Coptis said. It was dangerous, though; the slurry was too thick to swim through, and at least one worker had fallen in and drowned.

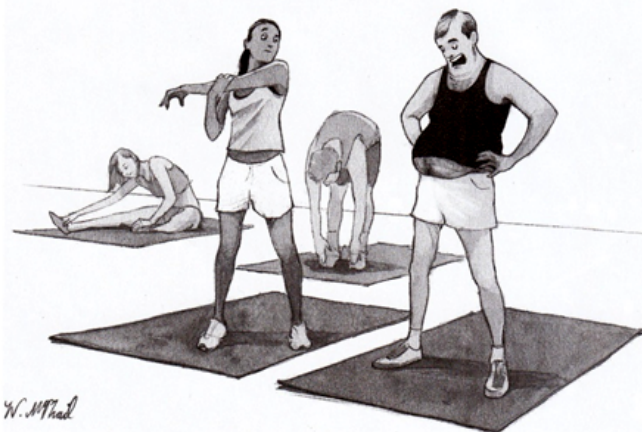
Coptis directs the Center for Coal-field Justice, a regional organization that advocates for people living with the effects of resource extraction. Industrial mining, she believes, leaves places like Greene County environmentally ravaged and reliant on a single, dwindling resource. At thirty, Coptis is an unlikely activist. She grew up among miners, and her father, a surveyor, sometimes works for the oil industry. She heard the word "environmentalist" for the first time in college, at West Virginia University. (Local hunters and fishermen, whom Coptis sees as some of her best potential allies, prefer to identify themselves as "conservationists.") After graduating, she moved back to Greene County and married Donald Fike, a former marine who worked in the mines. When Coptis brings in outside activists, she often warns them not to expect issues to break down along tidy ideological lines. "The assumption is that rural America is this monolithic community, and it's not," she told me. She also warns them to be prepared for shotguns leaning against kitchen walls. Like many locals, Coptis learned to shoot when she was a child. "I find firing handguns relaxing," she said.

"Maybe because I'm so powerless over so much of my life."

Around Greene County, Coptis carries a Russian Makarov pistol, partly to reassure her father. Her fight against coal mining often puts her in opposition not only to energy companies but also to miners concerned about their jobs, and he fears that someone will run her Nissan Versa off a rural road one night. "The coal mines are multimillion-dollar projects," he told me. "Stopping them can be a nasty thing." Coal has dominated the area for more than a century, and mining companies own about fifteen per cent of the county's land. Above ground, their dominion is marked by yellow gates that block roads into valleys designated for waste; when Coptis was younger, a coal company that was expanding its waste area bought a neighboring village and razed it, leaving only a single mailbox. Below ground, the practice of "long-wall" mining, which removes an entire coal seam, can crack buildings' foundations and damage springs and wells, destroying water supplies.

In 2005, this process led to an environmental catastrophe in Ryerson Station State Park, a twelve-hundred-acre preserve that contains some of the county's only pristine land. The center of the park was Duke Lake: a reservoir, created by damming a fork of Wheeling Creek, where people had gathered for decades to swim, paddle canoes, and fish. While Consol was mining nearby, the dam ruptured, and the water had to be drained away. The lake has not been restored; a survey commissioned by the state found that the ground was too unstable. But more than fifteen million dollars' worth of coal remains under the park, and now Consol wants to return and mine it. Coptis's organization, along with the Sierra Club, has filed suit to block the mine from acquiring the necessary permits, arguing that the mining would destroy three endangered streams. According to Consol's own survey, the mining is predicted to crack the streambeds, draining the water and spoiling the last fishing in the park. "This is property owned by every resident in Pennsylvania," Coptis said. "They don't get to keep plowing through our communities as if we didn't matter."

Since the mid-eighteenth century,



*"It's mostly just excess food turned into fat weight."*



Appalachia has supplied coal to the rest of the country, in an arrangement that has brought employment but also pollution and disease. Coptis's opponents argue that the benefits outweigh the costs. Recently, on Twitter, an industry organization called Energy Jobs Matter taunted Coptis: "How much is the Sierra Club paying you to put these families on unemployment?" One of her neighbors warned that if she won her suit the Bailey mine would go bankrupt, devastating the local economy. There are two thousand jobs underground in Greene County, and, according to state estimates, each one supports 3.7 others at the surface. Shutting the mine could eliminate more than seven thousand jobs, in a county of thirty-seven thousand people. "Greene County will become a ghost town," the neighbor wrote.

Coptis argues that the county is already dying. In the past eight years, as coal has ceased to be the dominant fuel used in power plants, production in the United States has dropped by thirty-eight per cent. Until recently, the Bailey mine had three competitors in Greene County; one has closed and another has gone through bankruptcy. Some six hundred jobs have disappeared. In Coptis's old school district, enrollment has declined twenty-four per cent. For Coptis, the changes are urgently personal—her husband was among the miners who lost jobs when the mines closed. "As a community, we need to start to talk about what happens when coal mining stops," she said. "In my lifetime, it's going to happen."

When Coptis goes out to canvass her neighbors, she has the advantage of familiarity. She is brown-eyed and sturdy, with deep dimples that make her look gentle and friendly, even when she is pressing a point, and she is skilled at breaking down the arcana of lawsuits and rights-of-way. "I come from the working class and struggled hard in college," she said. "I had to read aloud to understand things."

But some of her tendencies make her seem strikingly out of place; one local official referred to her, fondly, as a "radical." When Coptis drives to appointments, she often blasts the cast recording of "Hamilton." She teases

her husband that she's going to put a sign in their yard bearing their nicknames, Roni and Donnie, so that passersby will think that their brick bungalow belongs to a same-sex couple. She has already planted one controversial sign, near their chicken coop. In black and red letters, it announces, "COAL ASH IS TOXIC."

In Greene County, "Make America Great Again" placards are far more common than anti-coal signs: sixty-eight per cent of the county voted for Donald Trump. Miners say that they considered Obama's environmental regulations a "war on coal," and believed, not without reason, that Hillary Clinton intended to continue his initiatives. When Clinton said, at a speech in Ohio, "We're going to put a lot of coal miners and coal companies out of business," it didn't matter that she was laying out an economic plan for life beyond coal, or that she immediately added, "We don't want to forget those people." Trump, for his part, denounced "job-killing" regulations. In May, 2016, he told a group of miners at a rally, "Get ready, because you're going to be working your asses off!"

Last month, as Trump announced that America would withdraw from the Paris climate accord, he said that he had been elected "to represent the citizens of Pittsburgh, not Paris." (Pittsburgh's mayor was quick to point out that Clinton had received eighty per cent of the city's votes.) In Trump's telling, repealing regulation was going to restore Pittsburgh to a manufacturing haven for the middle class. For Coptis, who was born in Pittsburgh, this idea is not just naïve; it is dangerous. "Trump is doing what the government has long done in Appalachia—promising to make changes that only the market can control," she said. Her family had left Pittsburgh when she was in third grade, part of a decades-long wave of migrants fleeing the Rust Belt. Veronica's mother, Alice, worried about her children growing up in a postindustrial city, where gangs and crack cocaine were rampant. She was especially concerned about her son. If the family had not left, Alice told me, "I truly believe my son would be dead now."



Coptis's grandparents had retired to Greene County, near the West Virginia border, and Alice found a two-bedroom farmhouse for sale there, across a dirt road from where they lived. The house was "undermined"—a mining company had bought rights to the land, then tunnelled underneath—and now a spring spurted from a wall in the basement. But there was space for the family, if the parents slept in an alcove off the living room, and it

cost only twenty-five thousand dollars. No bank would offer a mortgage on such a property, so Alice borrowed from her parents and paid for the house in cash.

Coptis's older siblings struggled to adjust to country life, but she loved it. She and her father spent hours in a canoe on Duke Lake, fishing for bluegill. With her grandfather, she hiked through the hills, learning to identify bullfrogs by their call and red-tailed hawks by their raked wing tips. Although the Bailey mine had begun operating a decade before, most of the surrounding valleys were still open land. Coptis grew up listening to the rumble of a conveyor belt, thirty-one miles long, that brought coal to market and carried away waste. As a child, she mistook its lights for those of a distant roller coaster.

Alice was determined that her daughters be given every opportunity that a boy would. She gave Veronica and her older sisters, Andrea and Becky, male nicknames—Roni, Andi, and B.J.—to ease their way in a male-dominated professional world. At West Greene High School, Veronica had a sympathetic English teacher, who helped her procure books—by Truman Capote, Jack Kerouac, and J. D. Salinger—that the school district had banned. Coptis was outraged that "In Cold Blood" had been disallowed because Capote was gay. "Catcher in the Rye" impressed her less. "Holden Caulfield was just some rich white kid," she said.

Despite her contrariness, Coptis was popular. "Roni was so cute—she fit in," Alice said. She ate lunch every day with Donald Fike, the class clown, and studied intently, especially science. Inspired by "CSI," she decided to become



a forensic pathologist, and designed an audacious experiment for the state science fair: using the school's electron microscope, bought with a science grant for rural schools, she compared gunshot residue from two of her father's pistols, to see if the higher-calibre one left a larger burn pattern.

During her high-school years, the Bailey mine grew into a catacomb the

land, what gave it the right to spoil the place where people lived? At school, other students told her that speaking out against coal could cost their parents jobs. Coptis, hoping that older people had answers, drove to Graysville, which consists of a single street, anchored by a Presbyterian church and the Creekside Kitchen diner. Outside the general store, she asked two elderly

with bluegills' bodies. "Fish were left flopping in the muck, and people were scooping them up and trying to move them downstream," she said. The smell lingered for months, and Coptis drove another route to avoid it. Consol, whose mines lay near the lake, denied responsibility. But miners working below said that their digging had clearly breached the dam, according



*Veronica Coptis with her daughter and her father. Having grown up among coal miners, she is an unlikely activist.*

size of Manhattan, and the waste from it filled the valley, finally consuming more than two thousand acres of woodlands. The mines shut down roads to move trucks more efficiently, adding thirty minutes to her father's commute, but her parents weren't concerned. "Pittsburgh back then was so polluted that we didn't think about it," Alice said. The mining companies helped quell dissent with gifts, paying for employees' Thanksgiving turkeys and funding Little League teams. In the nearby village of Graysville, the elementary school's marquee bore the logo of its corporate sponsor.

Yet the waste in the valley disturbed Coptis. Even if the company owned

men about coal. They said that living alongside industry entailed "give and take." Cleaning up pollution was often left to the community, especially when companies went bankrupt, as many did. In Pennsylvania, the legacy cost of restoring mine land and streams has been estimated at five billion dollars. But if the mines vanished how could people afford to live?

One afternoon, a few weeks after Coptis graduated from high school, she was driving by Duke Lake, on her way to her parents' house, when she caught the rank smell of rotting fish. Through the window, she saw that the water had drained from the lake, leaving a sprawling mud pit, glistening

to Coptis: "One of my miner friends told me later that they were waist-deep in water."

That fall, Coptis was accepted to West Virginia University, and began pursuing every scholarship she could find for science students. Still, even with student loans, an additional loan from an aunt, and income from three part-time jobs, she could barely afford room and board on top of tuition. She applied for food stamps but didn't qualify. "They told me to have a kid," she said. Instead, she hunted deer for protein.

In school, Coptis became fascinated by Indiana bats—tiny, playful creatures

MAGNUM

that, she noted, are more closely related to humans than to mice. After graduating, in 2009, she wanted to work as a field biologist, so she trawled list boards and applied to field jobs. She heard nothing. Her personal life was stalled, too. During college, she'd got engaged, to a young man from a mining family, and they moved to an old coal-patch town called Nemacolin. Coptis, thrilled to be starting adult life, bought gifts for her fiancé on credit: a washer/dryer, a big-screen TV, a motorcycle. When she discovered, a few days before their wedding, that he'd left her for her best friend, she loaded everything she'd paid for into her father's truck and moved home. "I realized that I was making my decisions based on a man," she said. "I promised myself never to do that again."

Without any other job prospects, Coptis began waiting tables at the Creekside Kitchen, where her mother also worked. Greene County seemed diminished. As family farms and coal mines failed, the population was shrinking, on its way from a high of 45,394, in 1950, to about 37,000. At the restaurant, Coptis listened as laid-off miners and homeowners spoke about the loss of jobs and of drinking water. Some were distraught when undermining forced them out of their family homes. Others, eager to leave the county, were happy to be bought out, and thought of themselves as winners of the "long-wall lottery." But, when companies bought people's homes, they often instructed them not to discuss the deals. "Most are terrified that if they violate the terms, even in talking casually to a neighbor, the company will take the money back," she said.

Many customers had no Internet access, so Coptis brought her laptop to work for them to use. One morning, one of her regulars, a fisherman and conservationist, asked to look something up. Dunkard Creek, a stream that follows the Mason-Dixon Line, had recently suffered one of the worst fish die-offs in state history, and he wanted to know what had happened. As they were searching online, Coptis came upon the Web site for the Center for Coalfield Justice, founded in 1994 by activists from West Virginia, Ohio, and southwestern Pennsylvania to address

the problems of long-wall mining. The site had a listing for a job: a yearlong position, funded by AmeriCorps. She applied and was hired. Later, she discovered that she was the only person to have inquired.

The C.C.J. office, in the Rust Belt town of Washington, Pennsylvania, occupied a brick storefront on Main Street, next door to a clinic for opioid addicts. When Coptis first arrived at the office, she was elated. "It was the first time I'd ever seen people other than me challenging coal," she said. C.C.J. was involved in a lawsuit, trying to force Consol to take responsibility for the draining of Duke Lake. Coptis, assigned to inform people about the case, organized an event called the Dryerson Festival. Standing at a table next to the dried lake bed, she discovered the first principle of organizing in poor communities: always offer food, and, when people who don't care about the cause come up for a second helping, smile and fill their plates. When she visited neighbors, trying to raise support, she learned not to lead with an argument. "I just listen," she said. "Sometimes I don't even mention what we're working on. Most people have never had the chance to tell their stories." The festival became an annual event, and the number of local attendees tripled, from thirty to a hundred—a small victory.

When the AmeriCorps position ended, Coptis moved to the Pittsburgh suburbs to organize against fracking, but it didn't engage her as coal had. "The reason that people pay more attention to fracking is that fracking threatens rich white suburbs," she said. In 2013, C.C.J. offered her a job as an organizer, and she moved back to Greene County. A few months later, the fight over Duke Lake came to an equivocal end: Consol paid the state a thirty-six-million-dollar settlement, without admitting responsibility for the lost lake. In exchange, the company was granted rights to the coal and gas under the park.

In 2013, Coptis and Donald Fike were married in the park, on the ruins of an old church. A wedding photograph of Coptis—smiling, in sunglasses and a white satin dress, a beer can in hand—hangs in their living room, next to a *Semper Fi* plaque from Fike's days as

a marine. One afternoon, Coptis was in the kitchen, feeding applesauce to their three-month-old daughter, Rory—a name that Coptis selected, as her mother had, because it was gender-neutral. She'd just returned from a nearby shooting range, where she'd held a firearms-training session for African-American and Native American women recently returned from Standing Rock. "I wish we didn't live in a world where women need firearms to protect themselves," she said. "But we do." Now she was taking over childcare from Fike, who was headed to work.

They started dating after Fike returned from Iraq, where, as a Marine lance corporal, he'd trained police in the town of Haditha. Back in Greene County, living with his parents, he didn't want to resume his previous job: working alongside his father in the food-services department of West Virginia University. Like most men his age, he hoped to land a job in the mines. Coal miners in the area earn about thirty-six dollars an hour, which, with additional pay for overtime, often amounts to as much as a hundred and fifty thousand dollars a year, three times the county's median household income. "In Greene County, miners are treated like gods," Coptis said.

Fike's military record helped him get a job maintaining equipment at Emerald Mine. Most of the time, he sat in a shop at the surface, waiting for the phone to ring with orders for new shuttle-car tires, or for cutter shafts, which kept blades spinning to cut coal twenty-four hours a day. One afternoon, bored and lonely, he posted on Facebook that he wanted to go see "The Avengers." A friend told him that Veronica was single, so he called her.

Over dinner at T.G.I. Friday's, Fike bristled when their conversation turned to politics. He was a miner, and Coptis was the enemy. But Fike thought of himself as "open-minded," and they agreed to go out again. After a few months of dating, he asked if she'd be his girlfriend. She said yes; the next day, she headed to an anti-fracking demonstration in Washington, D.C.

Not long afterward, as they drove to IKEA to buy a dresser, she risked a gentle lecture on the economic prospects of the white working class. "As a man



from Appalachia, you have three choices," she told him. "The military, the mines, or prison." To Coptis, this wasn't abstract; her brother, Zach, had served tours in Afghanistan and Iraq. At first, Fike shrugged off her ideas. He felt proud of working at Emerald, where the camaraderie among miners helped him readjust to rural life. "Being a miner is a lot like being in the military," Fike said. During the two world wars, coal miners were often exempt from service, because their jobs were essential to the war effort, and miners retain the sense that they are risking danger to benefit their country. As Fike worked, accumulating underground hours to qualify as a "black hat"—a senior miner—he averted conflict by keeping Coptis's work a secret. "He could've been fired because of what I did," Coptis said. In one tense moment, Fike told her, "I love you, not your job." She replied, "But my job is a lot of who I am."

Still, her activism often riled her neighbors. When her father went out on surveying jobs, he would tell employers not to disclose his last name, for fear of being associated with his daughter. Coptis avoided situations in which talk of her work might lead to fights. "I don't go to high-school reunions," she said. Drinking in local bars, she told people that she handled bats at the zoo.

In 2013, as the E.P.A. worked to tighten mercury regulations, two local power plants announced that they were shutting down. The closings were the result of corporate strategy as much as of regulations (the parent company had recently shut down a string of plants), but people in Greene County blamed C.C.J. Soon after the announcement, a woman came into the office and said that her husband was losing his job at the plant. Distraught, she shouted at Coptis, "Are you going to pay our mortgage?" Coptis invited the woman to sit and talk, but she refused, and Coptis lost her temper. "We had nothing to do with closing those plants," she snapped. "That was the company's decision, not ours." When the woman stormed out, Coptis's boss, Patrick Greuter, admonished her: "Roni, you can't talk to people in the community like that." Later, he corrected himself—Coptis was part of the community.

In 2014, Obama proposed the Clean Power Plan, a sweeping effort to limit carbon emissions and to diminish communities' reliance on mining; his companion budget dedicated ninety-two million dollars to train workers for renewable-energy jobs, to pay for community-college programs, and to fund local businesses and develop tourism. Coptis supported the plan assertively, telling her neighbors, "It's the only time in history that the federal government has helped our communities transition out of dying energy jobs." But the law also mandated that states decrease emissions by thirty-two per cent—which effectively forced them to replace coal-fuelled power plants with natural-gas plants.

That summer, rumors spread that Emerald Mine was running out of coal and was going to close. Fike quit his job and enrolled in a nearby college, where he studied geology. "My bosses said it's probably the smartest thing I could be doing," he said. "They don't want to admit it, but there's no future in mining." Without his mining income, he and Coptis struggled to pay their mortgage, so he began working the night shift at Walmart.

A year later, on August 3, 2015, Obama released the final Clean Power Plan. The same day, the company that owned the Emerald and the Cumberland Mines declared bankruptcy. Joseph Cornelius Culp, a third-generation

mining you can imagine, and I can't get another." In places like Greene County, the federal investment in retraining meant little to miners. No job making solar panels was going to pay someone without a college education a six-figure salary.

As tensions grew between miners and environmental regulators, Coptis became a more visible advocate. In 2014, Consol stopped providing health care for twelve hundred retirees, and the miners came to C.C.J., which assisted in organizing a publicity campaign. Coptis helped lead a protest outside the Consol Energy Center, an arena in Pittsburgh, where the Stanley Cup playoffs were then being held. If the company could afford to pay millions of dollars for naming rights, the miners argued, it could afford health insurance for men who'd devoted their lives to mining. "The companies treat their workers as pawns," Coptis said later. In the following months, C.C.J.'s membership grew from hundreds to thousands, including a hundred and fifty current and retired miners.

Last year, the Obama Administration announced the Stream Protection Rule, which would make it more difficult for companies to dump waste. At a public meeting in a Pittsburgh suburb, a hundred miners in hard hats gathered to protest the law. Bob Murray, who owns the United States' largest independent coal company, argued in a speech that if the mines closed "the lights will go out in this country, and people will freeze in the dark."

Coptis was the first to dispute him. She talked about learning to fish in Duke Lake and the threat of losing what was left of the park's water. "For my entire life, I've seen the impact of long-wall mining on streams," she said. Undermined streams can vanish entirely, and companies are legally permitted to repair them by pumping water through a hose set in the dry stream bed. Coptis had been building relationships with other advocates for clean water. In her free time, she served as the vice-president of the Izaak Walton League, a national conservation society named for the author of "The Compleat Angler." The league, made up of hunters and fishermen, argued for more cautious exploitation of natural



African-American miner who lives a few miles from Coptis, had worked at Cumberland before it went bankrupt. "Obama's Clean Power Plan cost me my job," he said. As a foreman, he'd spent forty-one years in mines, overseeing white miners who sometimes scrawled "KKK" on walls. Culp had voted twice for Obama. Now, as he saw it, Obama had taken away his livelihood. The idea of new training seemed futile, he said: "I have every certifica-



## DYING FOR DUMMIES

I used to study the bigger kids—  
they'd show-and-tell me  
how to wiggle my hips,  
how to razz the boys.

Now I'm watching my cohort  
master the skills at each grade  
of incapacity  
and get promoted to the next.

To the oldest I'm a novice.

"These seventy-five-year-olds,  
they think they know everything,"  
says Cousin Leo. He's ninety.

Who thinks, Leo? Who knows?

We're too busy reading "Gratitude"  
and "Being Mortal,"  
passing around the revised edition  
of "Dying for Dummies,"

still trying to get it right.  
And the young study us.

—Chana Bloch

resources, hoping to preserve the wilderness for future sportsmen. In Pittsburgh, as she walked back to her seat, three Greene County miners nodded and gave her a thumbs-up. Patrick Grenter told me that Coptis's status as a local was invaluable. "All the familiar caricatures they have for us—outsider, tree hugger, elitist," he said. "Good luck trying to paint Veronica with that brush."

Other than occasional visits from recovering addicts trying to find the clinic next door, the C.C.J. office is a quiet place. In the window is a sign that Coptis made, notifying citizens that the Pennsylvania Constitution guarantees their right to clean air and water. Inside, posters for the Dryerson Festival hang on the wall, along with a placard that reads, "They tried to bury us. They didn't realize we were seeds."

Last December, Coptis was at the office, preparing for a rally, when she heard a rumor that the state Department of Environmental Protection was

going to allow Consol to mine under the streams in Ryerson park. The D.E.P. had scheduled a public hearing the next day at its headquarters, the Rachel Carson State Office Building, in Harrisburg. At three o'clock that morning, Coptis left Rory at her mother's house and drove two hundred miles to attend the meeting. Seated in front of two D.E.P. advisory boards charged with improving community outreach, Coptis demanded to know if the state had issued a permit. The D.E.P. refused to answer; the director of external affairs said that it could only accept public comment at the meeting, not offer any replies. Furious, Coptis ducked into the stairwell to regroup.

The next day, she learned that the D.E.P. had issued the permit. C.C.J.'s attorney scrambled to appeal and to file an emergency injunction. Coptis doubted their prospects; no environmental group had ever won such a measure in Pennsylvania. Two days later, though, Grenter checked the docket

and saw that a judge had blocked the permit, citing the potential for "immediate and irreparable injury" to the streams. "We won!" Grenter said. Coptis high-fived her colleagues and then braced for the response.

Consol laid off two hundred employees, and suggested that the layoffs would be permanent unless the decision was reversed. An industry group put up billboards around the county with depictions of social ills—a laid-off miner, a foreclosed house, a dejected-looking girl wearing a hard hat—and described them as "brought to you by Center for Coalfield Justice." An ad attacking C.C.J. ran on the local country radio station. "They don't respect us—our way of living, our values," it said. "They're not from here. We are."

On a frigid afternoon in January, two hundred coal workers—burly young men with beards—gathered with their wives outside the office. They walked a continuous loop on Main Street, holding signs that said, "Energy Jobs Matter" and "Support Coal: It's Red, White, and Blue." Blair Zimmerman, the Greene County Commissioner, stood on the sidewalk, trying not to seem as if he were taking sides. Zimmerman, who worked in coal for forty years, told me, "I'll always support miners." But the environmental cost of coal was clear to him. "Two things we need on this earth are water and air," he said. "That's what we need to survive."

Among the marchers were Christina and Frank Zaccane, a married couple in their early thirties. Frank didn't mind the cold: every workday, he travelled an hour underground to reach the face, where he sheared coal from the Pittsburgh seam. Christina was excited to be part of something, although she wished she'd designed a sign of her own, instead of simply carrying the one handed to her by a Consol public-relations employee. She and the other miners' wives had been talking on the phone late into the night, while their husbands were underground, worrying about the lawsuit. Christina noted that the industry claimed the fight over the Bailey mine could cost as many as two thousand jobs. "That's a lot of jobs lost over a stream," she said. "My husband could lose his job over this for sure."

Christina was a good ally for the



*"No, no! I just have resting perv face!"*

mining industry, posting support on a Facebook page called "A Coal Miner's Wife." When I met her one morning, a few weeks after the protest, she suggested that the activists were outside agitators. "If this Center for Coalfield Justice was a bunch of farmers who grew up in Ryerson State Park, then I probably wouldn't have marched," she said. She suspected that Coptis was the only C.C.J. member who'd actually "set foot" in the county. She knew that the Sierra Club, based in California, was part of the suit. "I almost feel like they're bullies," she said. "Maybe that's why Trump won, because people were getting bullied."

She and Frank lived with their two young daughters near the town of Prosperity, in a red brick Colonial they rented from Consol. The house had once been worth a hundred thousand dollars, but in 2013 Consol, which was then buying properties in the area, paid more than eight times that amount, intending to rent it to employees, who were unlikely to complain about the effects of undermining. In subsequent years, mining spoiled the water supply

and damaged the foundation. The Zaccos now rented the house for six hundred dollars a month and paid a local company to fill the water buffalo—a portable tank that sat on a trailer outside. "I've seen what coal does," Christina said. "It's not pretty, but it's necessary."

Frank, who had worked the graveyard shift, was still sleeping. The Zaccos were planning to take their daughters to the Build-a-Bear store that day, to fashion Teddy bears from the movie "Trolls." The bears were expensive, eighty dollars apiece, but Frank made good money: a hundred and ten thousand dollars a year, enough to allow Christina to stay home. During the recent downturn in the industry, Frank's work had dwindled to three days a week, and Christina, who was then eight months pregnant, had waited tables. Their deductibles shot up; when Christina needed a C-section, she had to pay eight thousand dollars out of pocket. Many miners blamed Obamacare for the change in insurance fees. Since companies were forced to help provide insurance for everyone in Amer-

ica, the argument went, they could no longer afford the same standard of care for employees.

The Zaccos voted for Trump. "We're not a bunch of toothless, uneducated miners," Christina said. Her daughters ran into the dining room; the older one, who was four, wore a T-shirt that read, "NEVER UNDERESTIMATE THE POWER OF A GIRL." "No one wants to repress anyone else, no one wants to see *Roe v. Wade* overturned," she added. "We voted for coal here, and just crossed our fingers that Trump wouldn't go too far."

By the time Frank woke up, the girls had got into a box of doughnuts on the dining-room table. He rifled through, looking for a chocolate one. Voting for Trump was the first time he felt that his opinion mattered, he said: "People like me made it happen." Since the election, his overtime hours had increased. Trump might not be able to change the market, but in the short term he could restore jobs. "Coal will never go back to the way it was, but if Trump cuts back on regulation he can give us jobs for the next ten years," he said. "We've got car loans and school loans and kids," Christina added. "Honest to God, if we can make it ten more years, we're cool." But ten more years of burning coal will continue to help drive up the earth's temperature, as well as increase the costs of health problems from pollution, which in Pennsylvania have been estimated at more than six billion dollars a year.

One morning, Coptis sat at a table at the Creekside Kitchen, picking at an egg burrito. Before Duke Lake went dry, the Creekside Kitchen's owner ran an ice-cream shop nearby, which attracted some three thousand visitors each summer. After the lake vanished, she closed the shop and opened the diner, to serve miners. Now the seats were mostly filled with gas-well workers, who arrived in trucks with license plates from Texas, Arkansas, and North Dakota. They ate quietly, and were usually gone in a few weeks.

When Coptis wants to be left alone, she wears a T-shirt that says, "BEYOND COAL." Very few people in Greene County want to contemplate a future without coal; most, like the Zaccos,



hope that deregulation can preserve their way of life. But regulation isn't the essential problem. Since the nineteen-thirties, when the rise of unions drove up the price of labor, coal operators have increasingly turned to automation—a process that the unions supported, because it improved safety and efficiency. In the past three decades, employment in the industry has shrunk from a hundred and eighty thousand jobs to about fifty thousand.

More recently, the greatest factor in the demise of coal has been natural gas, which fracking has made abundant and cheap. Coal, which until not long ago generated half the country's electricity, now provides only a third. Consol has put the Bailey Mine Complex, its last coal asset, up for sale in favor of developing natural gas. Yet gas is not the only competition. "It's not just coal versus gas," Ed Morse, the global head of commodities research at Citigroup, said. "It's coal and gas versus renewables." Solar and wind power are already inexpensive enough to compete with fossil fuels, and, even if the Trump Administration withdraws subsidies for renewables, they are likely to remain economically viable. Trump complained, in his speech about the Paris accord, that under the agreement "China will be allowed to build hundreds of additional coal plants." But China, responding to dismal air quality, has promised to close a thousand coal mines and has increased its use of renewable fuels. "You've really got to overcome market forces, not just in the short term but systemically," Phil Smith, the communications director of the United Mine Workers Association, said. Opening a power plant is a fifty-year investment, and no investor is willing to gamble that coal will be the fuel of choice in fifty years. "Poor Mr. Trump will have a problem living up to his commitment to people whose future of employment is bleak," Morse said. "The age of coal is over."

On February 16th, Trump rescinded the Stream Protection Rule, in one of his first legislative acts. "In other countries, they love their coal," he said at the signing. "Over here, we haven't treated it with the respect it deserves." In recent months, the industry has

been mining about six per cent more coal than it did last year, which Trump has claimed as a success, saying, "We're bringing it back, and we're bringing it back fast." But energy analysts say that the increase has more to do with a temporary slowdown in production of natural gas, caused by record-low prices. Last month, Scott Pruitt, the head of the Environmental Protection Agency, suggested that the Administration's policies had revived fifty thousand coal-mining jobs. The Bureau of Labor Statistics puts the real number at a thousand, compared with fourteen hundred in the final months of Obama's Presidency. "Trump saying 'I love coal miners'—that's empty promises," Blair Zimmerman, the county commissioner, said.

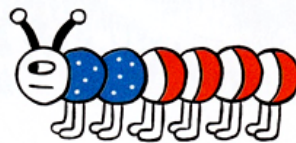
To Coptis, the Zaccones' faith in Trump's ability to bring back jobs exemplified how his promises delayed the necessary change. "The miners are going to have to be part of this process," she said. That meant giving up six-figure salaries—just as Fike had, when he went to work at Walmart. "Everybody's going to have to sacrifice something," she said.

According to county estimates, Greene County has thirty years left to mine at current rates of production. Now, Zimmerman said, he was facing the question "What can we do when coal leaves?" This conversation was already difficult under the Obama Ad-

ministration, his budget would collapse. He is struggling to find a way for the county to reshape itself, with almost no state or federal help. "This should've been looked at fifty years ago," he said.

He'd heard about a commissioner from Kentucky bidding for a zip line to attract tourists, which Zimmerman considered a well-meaning fantasy. "A zip line isn't going to replace thirty coal mines," he said. He hoped for a G.M. or a Toyota factory, or, better yet, an Amazon distribution warehouse, which could supply as many as a thousand jobs. Coptis argues that managing environmental damage is essential to attracting new business. "No one's going to move here if we don't have parks or clean water," she said. She is placing her hope in the RECLAIM Act, now under consideration in a House committee, which would invest a billion dollars in cleaning up mines in ways that support new industries, including tourism and sustainable farming.

After breakfast, Coptis and Fike were going to Ryerson, bringing along Rory. Coptis strapped the baby into the back seat of her Nissan. Along the way, she pointed out the church ruins where she and Fike were married. Nearby, a creek flowed toward one of the endangered streams. Their future remained uncertain. The coal company was appealing the court's decision, and Coptis worried that the mood was against C.C.J. Under Trump, the Environmental Protection Agency is being radically diminished, and the Administration's hostility toward regulation has emboldened local politicians who are sympathetic to coal. Last month, the Pennsylvania senate passed a bill to exempt underground mining from state clean-water regulations, which would eliminate the basis for the suit against Consol. Governor Tom Wolf, a Democrat, opposes the measure. But Coptis predicts more fights. "If Consol is allowed to destroy these streams, I'm not sure we can stay here," she said. "We've got nothing left to give." To her thinking, the county's residents had already sacrificed enough. "The coal companies took the valley by my parents' house," she said. "They depopulated the county. They took the lake. Why do I have to keep sacrificing?" ♦



ministration, when federal money was beginning to flow into Appalachia. Now that money is almost sure to disappear. Trump hopes to defund hundreds of projects, such as the Appalachian Regional Commission, which helps retrain miners as coders and farmers. Greene County's power plants used to pay some thirteen million dollars a year in taxes; now they pay none. If not for environmental-impact fees coming from the natural-gas industry, Zim-



**25. Addition for Volume XI:** Delaware, Lackawaxen & Stourbridge (DL&S). We learned, from Engineer Breezy, on December 9, 2018, the detailed information reported here about this rail line from Honesdale to Lackawaxen. This material was gathered and synthesized by Breezy for a write-up that he prepared for the Lackawanna and Wyoming Valley's 45<sup>th</sup> anniversary excursion on the DL&S on Friday, October 12, 2018.

### **Delaware, Lackawaxen & Stourbridge (DL&S)---“The Stourbridge Line”**

By Mike Bischak

The ex-Erie Lackawanna Honesdale Branch from Lackawaxen, Pa. to Honesdale was not to be included in the Conrail creation. On April 1, 1976, (Conrail Day), the Delaware Otsego Corp. was granted rights to operate the 25-mile line as the Lackawaxen & Stourbridge (LASB) to continue to serve the customers until a buyer could be found. In 1977 the Lackawaxen–Honesdale Shippers Assoc. bought the railroad from the EL estate. In 1979 the Wayne County Chamber of Commerce started running excursions with ex-DL&W MU cars and an ex-CNJ commuter coach using an additional coach from the Delaware Otsego Corp. with motive power also provided by DO. In 1986 the Chamber of Commerce purchased BAR BL2 #54 to be used on the excursions.

In June of 1989, the DO Corp. ended their operations on the line and the railroad was operated by Richard Robey of the North Shore RR as the Stourbridge Railroad (SBRR).

In 2008, Paul Brancato of Ideal Steel Supply Co. purchased the railroad and hired the Morristown & Erie Railroad to operate it. As no freight traffic could be solicited, and excursion patrons dwindling, the M&E pulled out in 2012.

Enter Tom Myles. Tom purchased the railroad in 2014. After lot of hard work getting the railroad back up to operating condition, the line opened up on May 9, 2015 with excursions from Honesdale to Hawley. Current motive power is the ex-BAR BL2 #54 and a former CP Rail, later Montreal Commuter FP7A, sporting beautiful PRR Brunswick Green.

From Honesdale (M.P. 134.6), the line runs timetable east. The Brown St. engine house (M.P. 133.75) is located in E. Honesdale. White Mills (M.P. 129.7) was the location of Croma Tube, a manufacturer of TV picture tubes. At Hawley (M.P. 126) near US Route 6, is located a boarding platform and run around with a team track. East of Church St. in Hawley before the 2 track yard is a concrete base of a former water tower. At M.P. 122.3, Kimbles, the PP&L Hydro Electric power plant that uses water from Lake Wallenpaupack is a passing attraction for excursion riders. The line connects with the Central New York Railway, Southern Tier Line, (NYS&W) at Lackawaxen (M.P. 110).

Here are two photographs that were taken by Mike Bischak on Friday, October 12, 2018 of that 45<sup>th</sup> anniversary excursion on the DL&S:



Lackawanna and Wyoming Valley's 45<sup>th</sup> anniversary excursion on the DL&S on Friday, October 12, 2018: East Honesdale, just past Brown Street.



Lackawanna and Wyoming Valley's 45<sup>th</sup> anniversary excursion on the DL&S on Friday, October 12, 2018: at the former Erie water tank base in Hawley.



26. **Addition for Volume XI:** Derailment of D&H No. 1527 at Ararat, PA, January 16, 1947: There are two photographs of this derailment in Volume XI, p. 118 in Powell's D&H series on the D&H. On December 10, 2018, Mike Bischak sent to us copies of four additional photographs of this derailment that are in his photo archive of this accident in which, we learn from Mike Bischak, "the 1527 derailed by running off a derail at 2:53 p.m. on 1/16/47." Sincere thanks to Mike Bischak for making those photographs available for our use here. Here are those four photographs:







**27. Addition for Volume VII:** More on Owney: On December 10, 2018, Larry Rine contacted me and reported that at a recent tree-lighting event in Hanover, NH, he made the acquaintance of Jennifer Manwell (jlmanwell@hotmail.com), a teacher at the Open Fields School there, who has been discussing Owney in her classes. Larry told her about my recent articles on Owney, and she said that she would like to learn more about Owney and share the material with her classes. On December 11, 2018, I sent to her a copy of all the Owney material that is presented in SRP's D&H Volume VII (*Working Horses and Mules on the Gravity Railroad*), pp. 139-142, and in *Delaware and Hudson Railroad Powell Addendum I 2018*, pp. 39-45.

**28. Additions for Volume XV:** *Delaware & Hudson STEAM In Color* by Chuck Yungkurth (Morning Sun Books, Inc., Scotch Plains, NJ 07076, 2001). Presented in this remarkable book, which was brought to our attention on December 11, 2018 by Mike Bischak, are scores of full color photographs of D&H steam engines and other rolling stock that are published nowhere else. This is a "must have" book for anyone interested in the history of the D&H in the nineteenth and twentieth centuries.

In reading *Delaware & Hudson STEAM in Color* by Chuck Yungkurth, we made the following notes:

--While other railroads had locomotives with white rods and tires, posed in builder's photographs, the D&H had white trim on every engine, down to the smallest 0-6-0 switchers. The painting was part of the line's practice of keeping all equipment in first class condition. (p. 8)

--The D&H used anthracite waste as locomotive fuel; also as fuel the D&H used a mixture of anthracite and bituminous. (p.11)

--There was no large yard with engine terminal at Wilkes-Barre. There was a scattering of small yards to collect anthracite loads and a major interchange point at the Pennsylvania's Buttonwood yard south of the city. Trains to Buttonwood and the large collieries near Plymouth bypassed the city by going through Kingston on trackage of the Wilkes-Barre Connecting Railroad jointly owned by the D&H and PRR. The small roundhouse remained in downtown Wilkes-Barre, a reminder of the period when all trains passed through the center of the city. (p. 11)

--Despite being classified as an anthracite road, a considerable portion of the D&H revenue came from hauling soft coal. Nearly all of it was received in interchange from the Pennsylvania at Buttonwood Yard just south of Wilkes-Barre. (p. 13)

--D&H No. 1219 was fitted, in 1937, with the first all-welded boiler ever applied to a locomotive in the United States. (p. 14)

--*Laurentian*: day passenger train, D&H and New York Central, NYC to Montreal, with a parlor car and diner that served all meals; *Montreal Limited*: left NYC at night and arrived at Montreal a 8 A.M., with as many as six Pullman sleepers. (p. 18)

--The ALCo plant at Schenectady was situated on the D&H. (p. 37)

--A "tell-tale" is a frame over the tracks with dangling cords to warn a man standing on top of a moving car that there was not sufficient clearance for him to clear the bridge or other structure just ahead. (p. 39)

--In 1906, the Interstate Commerce Commission through the Hepburn Act declared that railroads could not haul coal produced in their own mines across state lines. After a series of court decisions, the D&H complied with the ruling by setting up the Hudson Coal Company, a wholly-owned subsidiary. The company remained part of the D&H corporate assets until 1960 when it was sold to the Glen Alden Coal company. (p. 48)

--All of the anthracite railroads originally burned the small sizes of anthracite coal regarded as waste and called "culm". By about 1920, markets for the culm developed. All of the anthracite hauling railroads began using bituminous coal for locomotive fuel because it was more economical. Some roads, including the D&H, sometimes used a mixture of the two types of coal. (p.48)

--Loree breaker a Plymouth: one of the largest breakers in the Northern Anthracite Field. It was erected in only three months after a wood facility on the site burned down in 1919. 120 cars of anthracite could be shipped per day from the Loree breaker. Plymouth was on a mine branch at the very end of the D&H rails just south of Wilkes-Barre. (p. 49)

--State line requirements: An additional trainman was picked up or dropped off here since New York required a minimum of five men on a train where Pennsylvania only required four. (p. 54)

--Pusher locomotives had to be turned on the wye at Ararat before returning to Carbondale where they had to be turned again before helping another train up the grade. (p. 63)

--A wood and steel hopper car frequently appears just in front of the pushers on the run up to Ararat from Carbondale. The D&H kept these cars in service long after other railroads abandoned the use of wood for car sides. There was an advantage in that the wood outlasted the steel because it resisted the corrosive action of the acid that leached out of the wet coal. (p. 71)

--Despite the many locomotive movements at Ararat all track switches were manually operated from switch stands. (p. 72)

--From Lanesboro, the D&H followed the Susquehanna for nearly sixty miles to Colliersville, NY, just above Oneonta. (p. 78)

--Pusher engines were used on most trains going north out of Binghamton for the sixteen mile climb to the top of Belden Hill. (p. 79)

--Starrucca Viaduct: The stone piers and portions of the viaduct are actually hollow... Between the piers the circular stones of the arch ring are the only parts that support load. Any other stonework simply raises the structure to track level. To fill behind the arch would simply add weight. There are internal stone partitions to stiffen and distribute the load of the train. Thick stone slabs across the walls and partitions support the track. (p. 88)

--Starting trains with pushers before the days of train radio was a complex affair. The lead engine would whistle he was starting and release the brakes for the entire train. At the end of the train a trainman was stationed on the ground and would listen for the sound of slack running out as the cars started. When he could hear the cars moving he would give a hand signal and all the pusher engines would start their engines. Then he would hop on the caboose as the train slowly got underway. (p. 95)

--Passenger cars for the Carbondale/Scranton run were cleaned and stored at Green Ridge. (p. 109)

# Carbondale--Birth Place of the D&H

What many people who are interested in the history of the Delaware and Hudson Railroad forget--and which must not be forgotten--is that Carbondale is the birth place of the D&H. Three cheers for Chuck Yungkurth for the header on page 56 in *Delaware & Hudson STEAM in Color*:

## CARBONDALE - BIRTH PLACE OF THE D&H

THE WURTS BROTHERS BEGAN PURCHASING COAL LAND IN THE UPPER part of the Wyoming Valley shortly after the beginning of the 19th Century. By 1815 they had started digging out anthracite coal which they hauled to market over the mountains east of their camp on the Lackawanna River. The Wurts original site became the village of Carbondale and remained the center of the D&H operations in Pennsylvania. From here the gravity railroad carried the anthracite over the Moosic mountains to Honesdale from where the company's canal moved it to the Hudson River near Kingston.

Over the years the city grew around the railroad and Carbondale became the focal point of all the D&H operations in the Northern Anthracite Field of Pennsylvania. With the construction of the Erie's line from Carbondale to Susquehanna, Carbondale became a major railroad and mining center with coal breakers, a huge railyard and the large roundhouse dominating the valley. At Duffy's Field just a short distance south the company built a large facility to store anthracite during the summer months when demand was low.

Nearly all the short "mine run" trains that distributed empty hoppers and picked up loaded ones worked out of Carbondale, although some were dispatched from the small yards at Green Ridge near Scranton and Hudson just above Wilkes-Barre. At Carbondale the loaded hoppers were formed into solid coal trains that moved north to Oneonta where they were further classified by final destination. A small number of coal trains ran from the Wilkes-Barre straight through to Oneonta, but all stopped at Carbondale to get additional locomotives for the steep climb over

Ararat Summit. As many as four helper engines were added to trains making the roundhouse a very busy place.

Like many large rail facilities, it was difficult for photographers to gain access to the central activities. Carbondale was especially poor in this respect because it was impossible to get near the tracks except at the two ends of the yard. We are fortunate that Bob Collins and Henry Peterson were able to get into the roundhouse and engine coaling station to get some of the views in this book.

Carbondale ceased to be of importance to the D&H when the line between there and Nineveh Junction was abandoned in 1985. The company chose to operate over the easier grades of the former DL&W line from Scranton to Binghamton and the enlargement of the tunnel through Belden Hill was completed. All that now remains is the huge open field that was the yard and a single track of a regional short line that uses part of the former D&H main line to reach industries in Carbondale.

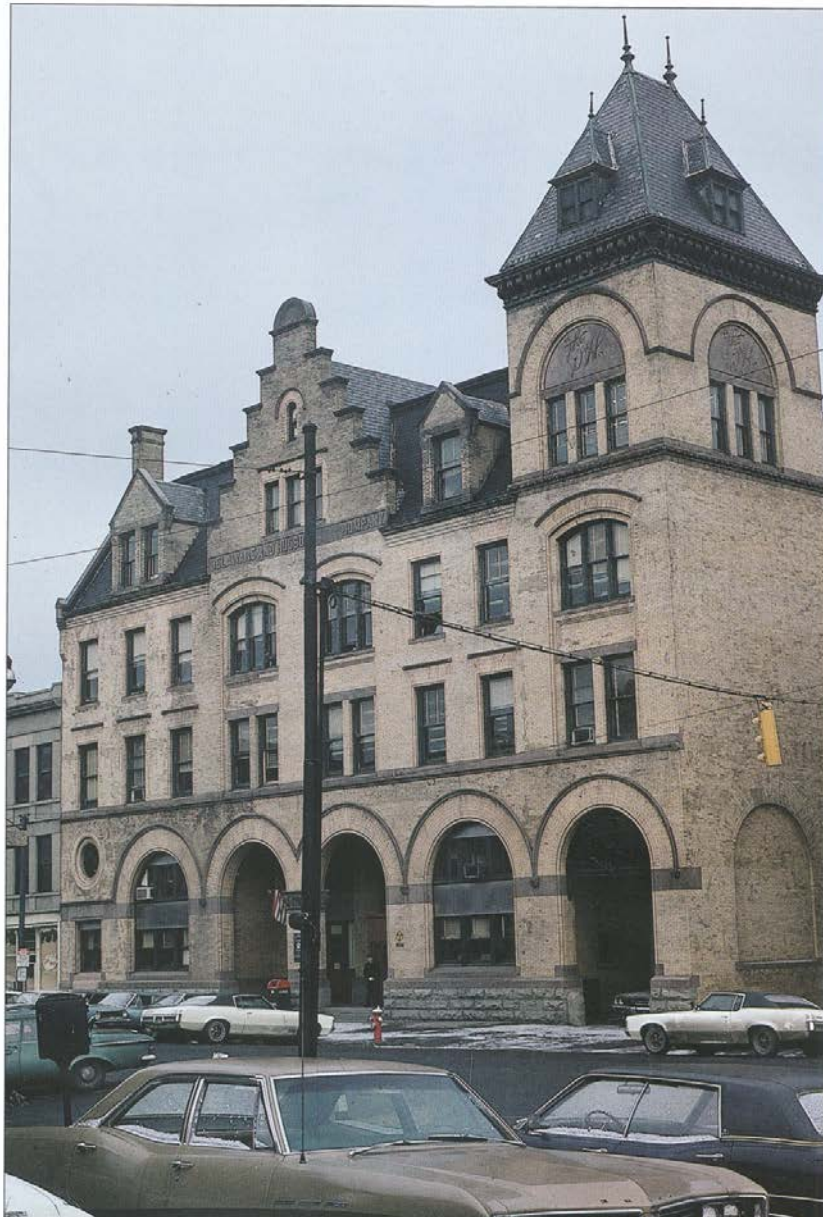


LEFT • Challenger 4-6-6-4 number 1526 is shown taking on water after being coaled at the huge Carbondale coaling dock. A hostler who serviced engines and moved them around the engine terminal is standing on top of the tender and guiding the spout of the water plug. Hopper cars loaded with locomotive coal were pushed up a long, steep ramp at the far end of the structure. The cars were then unloaded into storage bins in the dock. A lineup of Alco RS-2 roadswitchers can be seen at the left. By September of 1951 over fifty of the diesel units were on the property. (Henry Peterson)



The best photograph that we have ever seen of the D&H passenger station on Lackawanna Avenue in Scranton is given in *Yungkurth*, p. 111. Here is that photograph:

See also "D & H Station on Lackawanna Avenue, Scranton" in Powell's Volume X (*The Steam Line from Carbondale to Scranton*), pp. 79-84.

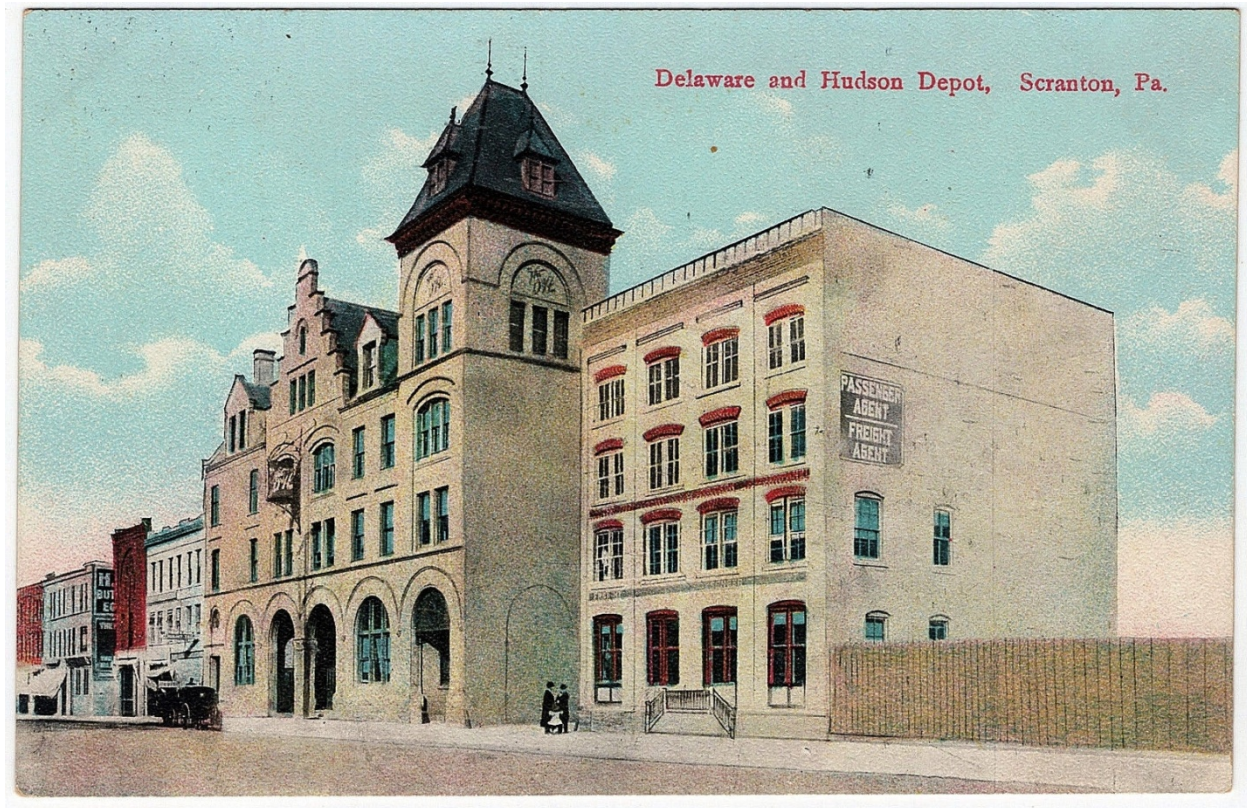


ABOVE • The Scranton passenger station was on Lackawanna Avenue very close to the entrance to present-day Steamtown. A bus terminal now occupies the site. The Dutch colonial styled structure was completed in 1895 after the City of Scranton denied the railroad permission to build a depot on the main line tracks in the adjacent crowded gorge of the Lackawanna River. The resulting stub end terminal and backing train movements were an operating nuisance to the company to the very end of passenger service. At the time it was built the D&H station was directly across the street from the DL&W Scranton station. Some years later the Lackawanna built a new station at the other end of the avenue.

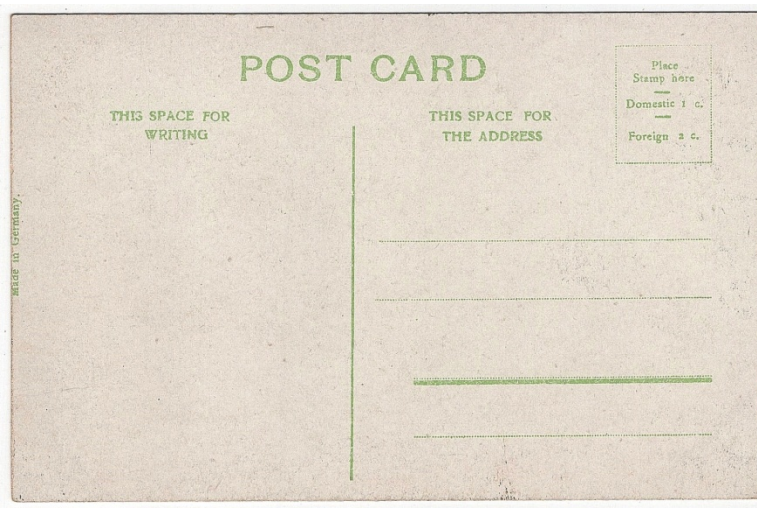
(C. Yungkurth)



Here is a post card photograph of the Scranton D&H Station on Lackawanna Avenue that was offered for sale on e-Bay on January 3, 2019:



Reverse of the post card shown above. Note that card was "Made in Germany":



**29. Addition for Volume XXIII:** “The Roebling Aqueducts on the D&H Canal: All were erected using the wire cable catenary principle of suspension, which was pioneered by French road-builders in the 1820s. In 1846, the D&H directors authorized the most ambitious enlargement project in the canal’s history: deepen the canal to 6 feet and widen the canal so that the boats of 98 tons could be accommodated, thereby make it possible to send through the canal a million tons a year. Roebling’s plan for the Delaware Aqueduct was tentatively accepted by the Directors on January 6, 1847. Roebling was given the contract for the Delaware and the Lackawaxen Aqueducts for a combined price of \$60,400. When the canal closed in 1898, the Delaware Aqueduct was converted to a private toll bridge by Charles Spruks. The bridge continued to function as a vehicular bridge until 1979. In 1980, the National Park Service purchased the aqueduct to be preserved as part of the Upper Delaware Scenic and Recreational River. The renovated Delaware Aqueduct was opened on Saturday, June 13, 1987, in ceremonies between noon and 6 P.M.” From the June 13, 1987 program at the opening of the restored bridge.

“Roebling’s construction contract covered only the super-structure or suspended spans, including all iron, timber and wire work, the company to do all masonry and cement [emphasis added]” (**ROEBLING**, *Canal Currents*, *Bulletin of the Pennsylvania Canal Society*, No. 61, Winter 1983, p. 9)

All masonry and cement work on the Roebling aqueducts was done by the D&H. It is very important to know that fact when focusing on the use of conglomerate stones in the stone piers and abutments on the four Roebling aqueducts: Lackawaxen, Delaware, Neversink, and High Falls Aqueducts. See “No. 117. Conglomerate Rock in the Roebling Aqueducts” on pp. 382-383 in *Delaware and Hudson Railroad Powell Addendum I*.

**30. Addition for Volume XI:** Wreck at Jefferson Junction, August 6. 1907:

On page 244 of Volume XI of our D&H series, we show a post card photograph of “the greatest wreck in the history of the Jefferson Division of the Erie”, on August 6, 1907. In an email note from Mike Bischak on December 16, 2018, we read: “Your Vol. XI solved a mystery for me. On page 244 is the photo (post card) of the wreck of Erie train #42 at JN on Aug. 6, 1907. I have a few photos of this wreck (attached), but the photos had no information on them. They are mounted on card stock. I thought the location looked like JN and as the photographer was from Lanesboro, it would've fit. I showed these photos to a couple people from the Laurel Line society, but they couldn't be sure. Well now I know and can pass this information on to them. Thank you!” Excellent. Here are those four photos by “Burton -- Lanesboro, Pa.” of this August 6, 1907 wreck from the collection of Mike Bischak:





Photo by Burton - Lanesboro, Pa.

Mike Bischak Collection



Photo by Burton - Lanesboro, Pa.

Mike Bischak Collection

To witness  
the clean up,  
it was  
standing  
room only in  
the JN tower



Shown here is a stock car--which appears to be empty.

This fourth view is the view that is given on the face of the post card that is shown in Volume XI, p. 244. The quality of the print of this photograph shown above is better than the quality of the print on the post card in Volume XI, p. 244.

### **31. Addition for Volume XI: More on the Forest City Kicker:**

On page 243 in Volume XI in this series, we quote from Mark C. Walsh's article titled "The Real Story of the Legendary 'Forest City Kicker'" (*Rail-Trail News*, Volume 20, Number 2, August 2012, p. 2) as follows: ". . . Forest City Kickers were used until about 1910-1915, when both the Erie and the D&H simply put much more powerful equipment into service. The Kickers, which for the D&H were usually 2-8-0 Consolidations [first appeared in 1882], have been confused with later equipment, such as the legendary 4-6-6-4 Challengers, but those locomotives, which came into service in 1942, never served as Kickers. By the time the Challengers came into use, the Forest City Kickers had been out of use for a generation." In the material just cited from Walsh's article, there are statements that are true and there are statements that are false.

Walsh: "Forest City Kickers were used until about 1910-1915, when both the Erie and the D&H simply put much more powerful equipment into service. . . . By the time the Challengers came into use (Walsh incorrectly says the Challengers came into use on the D&H in 1942, which is not true. They came into use on the D&H in 1940), the Forest City Kickers had been out of use for a generation."

Not true. Forest City kickers were used on the Jefferson Branch up to 1952/1953, when the D&H discontinued the use of steam locomotives.

Walsh: "The Kickers, which for the D&H were usually 2-8-0 Consolidations, have been confused with later equipment, such as the legendary 4-6-6-4 Challengers, but those locomotives, which came into service in 1942, never served as Kickers."

True. The 2-8-0 Consolidations (which may have been confused by some for Challengers) were used as kickers on the Jefferson Branch.

True. The Challengers were not used as kickers on the Jefferson Branch.

Not true: The Challengers did not come into service on the D&H in 1942. They came into service on the D&H in 1940.

### **Two photographers, two photographs of the same scene:**

On page 233 in Volume XI in SRP's volume on the Jefferson Branch of the Erie, there is a photograph, dated September 12, 1948, of D&H Challenger 1526 and Consolidation 1202 being used as pushers on 98-car train WR-5 at Forest City, PA. The photograph is reproduced there from page 13 of the May 2016 issue of the *Bridge Line Historical Society Bulletin*, and the photographer is identified by the BLHS as Robert F. Collins.



This same photograph is given in *Shaughnessy* on pp. 410-411 where, at the end of the caption, Donald W. Furler is identified by Shaughnessy as the photographer. Who took the photograph? Collins or Furler? Mike Bischak offered, on December 16, 2018, the following very plausible explanation: “The only thing I can think of is that possibly he [Furler] and Robert Collins were railfanning together and were standing side-by-side as they both photographed the same scene...”

**32. Addition for Volume III:** The third of five articles by S. R. Powell on the five configurations of the D&H Gravity Railroad, as published in the January 2019 issue of the *Bridge Line Historical Society Bulletin*:



Bridge Line Historical Society  
***Bulletin***

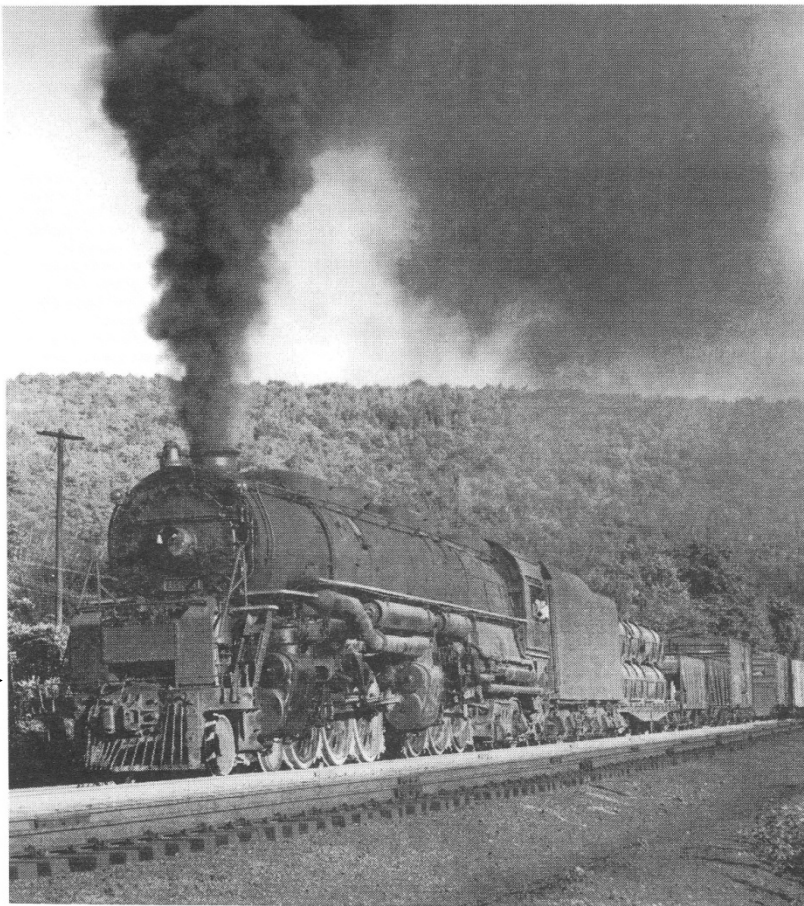


Volume 29, Number 1

\$4.00  
DHBRIDGELINE.ORG

January 2019

D&H Challenger  
No. 1534 leads a  
117-car WM-7  
north of Simpson,  
PA, June 28, 1952  
photo by Robert F.  
Collins. BLHS  
Archives, Jack  
MacDonald  
collection.



## For the Record

### *The D&H Gravity Railroad: The D&H Gravity Railroad: Five Configurations (Part 3)* by S. Robert Powell, Ph. D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

#### **Configuration No. 3, 1859**

Having served as assistant to James Archbald in the period 1843-1852, Charles Pemberton Wurts (1824-1892, nephew and adopted son of John Wurts, the third president of the D&H) assumed entire charge of the D&H affairs when James Archbald moved to Scranton in 1853. Working with C.P. Wurts, who served as Chief Engineer until 1865, was Rollin Manville, who entered the service of the D&H in January 1856 as assistant superintendent, taking entire charge of the Gravity Railroad from Waymart to Honesdale, the coal pockets, and the canal docks, and the entire plant pertaining to the trans-shipment of coal by boat. The improvements made under the direction of Superintendent Manville at Honesdale were in line with the changes contemplated in the entire gravity railroad system, and when the work of constructing the 1859 configuration was commenced in April, 1857, he was placed in charge as constructing engineer. In 1865 he was named Superintendent of the Railroad.

Roadbed, Loaded and Light Track, 1859: Eight entirely new, double-tracked planes were built from Carbondale to the top of the Moosic Mountain at Farview. The foot of Plane No. 1 was in the same location as in 1829 and 1845, but Plane No. 1 now went up the mountain on what is named Dickson Avenue at present. Planes Nos. 2 and 3 went up the ravine to the Artesian Well area, and crossed the ravine to the north. Heading north and then east in a broad sweeping curve up the mountain were Planes 4, 5, and 6. Plane No. 7 was behind No. 7 Pond. Plane No. 8 was on the summit of the mountain. The level for loaded cars from the head of Plane No. 8 (2,000 feet above tidewater) to the head of Plane No. 9 (the first of the three downhill planes from Farview to Waymart) was the Summit Level, which was 4,895 feet long. There

were at this time three double-tracked planes (one track for loaded cars and one track for light cars) down from Farview to Waymart, Nos. 9, 10, and 11.

The Ten-mile level remained as in 1845: single tracked, loaded cars only. Planes Nos. 13-17 were single tracked, empty cars only, same as in 1845. Between 1848 and 1868, the waterwheels on Planes 14, 15, 16, and 17 were all replaced with stationary steam engines.

Once back at Waymart, the empties were raised up Planes 11, 10, and 9. At the head of Plane No. 9, the empties were moved onto the light level on Plane No. 8.

In 1859, all of the planes and levels between Carbondale and Honesdale, except Planes Nos. 13-17 and the Ten-mile level, were double-tracked, with both tracks, except on Planes 7 and 8, located side by side on the same roadbed. On both Planes 7 and 8 (1859), the loaded car level and the light car "return" level were both partially contiguous with (on the same roadbed) and partially detached from each other (on different roadbeds) on these levels. Why was this done?

In 1845, it will be recalled, the loaded and the light levels on Planes Nos. 1-6 were both on the same roadbed, with the six loaded levels graded so that the loaded cars descended from the head of one plane to the foot of the next by gravity (horses no longer needed on these loaded levels). In 1845, the empty car levels, however, were not graded to the west, which meant that horses were still needed to move the empty cars east to west.

In 1859, all of the loaded levels were, as in 1845, still graded to the East, but now (1859) the light car levels on Planes 6, 5, 4, 3, 2, and 1 were graded to the West, which meant that the empty cars now moved down those levels by gravity and that horses were no longer needed on those levels. What about the light car levels on Planes Nos. 7 and 8?

To move the empty cars, East-West on the top of the Moosic Mountain in 1859 (from the head of Plane No. 9 to the head of Plane No. 7), the loaded and

light car levels on Planes 7 and 8 were, for a short distance, on the same roadbed, with the loaded level descending to the East and the light level now moderately graded so that the light cars moved to the west by gravity.

When westward movement, by gravity, on Plane No. 8, came to an end, the light level was detached from the loaded level to the extent necessary to maintain gravity movement of the light cars to the west and, at the same time, to keep the cars moving in the direction of the head of Plane No. 8. At the point where the light cars ceased to move by gravity in the direction of the head of Plane No. 8, they were sent up a return plane that took them to the head of Plane No. 8.

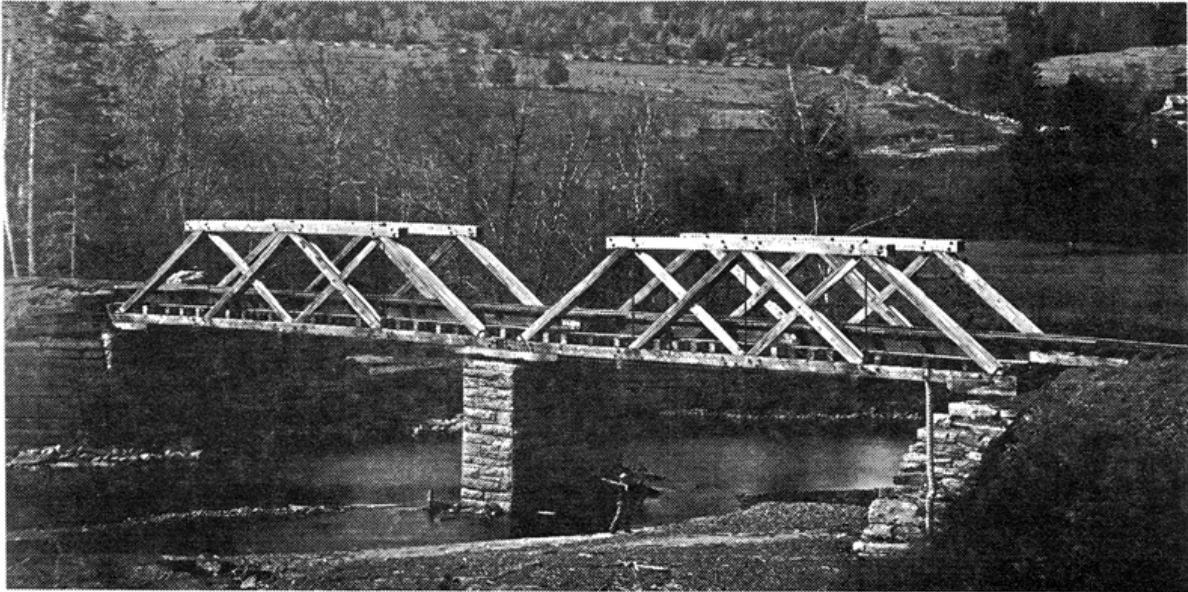
When the westward movement by gravity of the cars on the light level on Plane No. 7 came to an end (the loaded and light levels in this instance were on the same roadbed), the empty cars were sent up a return plane that took them to the head of Plane No. 7. Once the empty cars reached the head of Plane No. 7, they were then moved down the mountain on the light car levels on Planes Nos. 6, 5, 4, 3, 2, and 1. (It would have been virtually impossible, on the top of the Moosic Mountain, on Planes No. 7 and 8 in 1859, to move the loaded and empty cars by gravity, and not horses, if the two tracks, loaded and light - the loaded descending towards Honesdale and the light descending towards Carbondale - were on the same alignment for the entire length of the level. The stability / soundness of

(continued on page 10)

#### *Page 9:*

**Top:** Gravity Railroad bridge, south from foot of "G" Plane (Plane No. 23), over the Lackawanna River, 1860. Photo by Thomas H. Johnson, Scranton, PA. Photo supplied by Dr. S. Robert Powell.

**Bottom:** D&H Gravity Railroad, Plane No. 4, and Racket Brook Breaker. Photo by Ludolph Hensel, Hawley, PA. Supplied by Dr. S. Robert Powell.





each level would have been constantly weakened / eroded / compromised by the other.)

As a result of those changes in the levels on Planes Nos. 1-8 at this time (1859), horses were no longer needed on the light levels of the Gravity Railroad to move the cars. Horses were used, however, right up to the closing of the Gravity line at the end of the nineteenth century, like switcher engines, to move cars at the foot of Plane No. 1 and Plane No. 13.

#### Technology upgrade

Wire ropes, 1-¼ inches in diameter, developed by John Augustus Roebling, were substituted for the hemp ropes on all the planes in 1858. Initially these wire ropes were made of iron; later they were made of low carbon steel. In that same year, the strap rails on all of the Gravity planes and levels were replaced with iron T-rails, manufactured by the Scrantons at Slocum Hollow/Scranton. With these new T-rails it was now possible to move heavier loads over the line. Also at this time, the D&H purchased sixteen 75-horse power stationary steam engines, from the machine works of Messrs. Dickson & Co., Scranton, for use on all the planes. These engines, the first of which was installed on Plane No. 4 in early August 1857, were said to be "of superior strength and finish".

#### Extension to Valley Junction

In 1858-1859, the D&H Gravity Railroad line was extended from Archbald to Valley Junction, which is one-half mile south of Olyphant and ten miles south of Carbondale. This extension was completed during 1858, at a cost of a little over \$300,000, and was financed by an issue of seven percent five-year bonds in that amount which were dated June 1, 1858. The line was ready for use on May 1, 1859.

#### Tracks and Planes to Valley Junction

To move empty coal cars south from Carbondale to Valley Junction, the Blakely Level was extended to the foot of the first of the two South Planes, Plane No. 21 "C" at Archbald. Originally, the empty coal cars were pulled up this plane with power supplied by a huge waterwheel near its foot. The water to power the wheel was obtained from a canal off the Lackawanna River in downtown

Archbald. This waterwheel on Plane "C" was used until 1865. From the head of Plane 21, the cars descended Level 21 to the foot of Plane No. 22 "F" at the Lackawanna River in Peckville, the second of the South Planes to Valley Junction. By means of Plane 22 "F" (in present-day Mellow Park) the empty cars were pulled up and over the Lackawanna River. The Level on Plane No. 22 carried the empties to the foot of Plane No. 23 "G" at Valley Junction (one half mile south of Olyphant).

#### Flat land gravity railroad

From the foot of Plane No. 23, Gravity tracks were laid to the Eddy Creek Breaker, near the foot of Plane No. 23, and coal from that breaker was sent north through the Gravity system. A short Gravity-gauge rail line was also constructed from the foot of Plane No. 23 across the Lackawanna River to the Richmond No. 3 breaker (in present-day Dickson City) and the Von Storch breaker in Green Ridge. Coal from those breakers was then transported in D&H Gravity-gauge coal cars, pulled by Gravity-gauge steam locomotives (*Major Sykes, C.P. Wurts, Honesdale, Lackawanna, I.N. Seymour*), to the foot of Plane No. 23, and shipped north to Carbondale, and from there to Honesdale.

Also at this time (November 1859), passenger service was inaugurated between Carbondale and the foot of Plane No. 23. Once a day, a passenger car was attached to a freight car, which had been fitted up with a door at each end. Small single pane windows at the sides furnished light and ventilation. Those passenger cars left Carbondale, up to at least 1868, by being taken up the Blakely Plane, and then continuing on their journey, by gravity, southward to Plane 21 in Archbald, and then on down through the gravity system to the foot of Plane 23. In February 1860, the Gravity rail line was extended from the foot of Plane 23 to Providence, with Gravity-gauge steam locomotives moving passenger cars, both ways, between the foot of Plane No. 23 and Providence.

In 1867, a third rail for Gravity cars was inserted by the D&H in the tracks of the Lehigh Coal & Navigation Company from Green Ridge to Union Junction (24.27 miles), which meant that, beginning June 18, 1867, empty Gravity coal cars, pulled by Gravity-gauge steam

locomotives, could then be taken directly to Union Junction and from there (via 1.5 mile long D&H gravity tracks laid from Union Junction to Hudson/Mill Creek to the Baltimore mines in Wilkes-Barre, 36 miles south of Carbondale) to the Baltimore mines and breakers, be filled with D&H coal, and then pulled back to the foot of Plane No. 23 at Valley Junction by Gravity-gauge steam locomotives, and then sent north through the Gravity planes to Carbondale, and from there to Honesdale.

These flat-land Gravity extensions were all part of a concerted program of expansion of D&H mining operations undertaken by President George Talbot Olyphant (elected president on March 15, 1858; took office on March 31, 1858) and Vice President Thomas Dickson.

Loaded Gravity coal cars, with coal from mines and breakers in the Valley Junction area (and after 1867 from mines and breakers as far away as Wilkes-Barre), were taken to the foot of Plane No. 23 at Valley Junction and pulled up Plane No. 23 for shipment north. The head of Plane No. 23 was in Olyphant, the foot of Level 23 was in Peckville. By means of Plane No. 24 "E" Peckville and Plane No. 25 "D", the loaded cars were moved north to the foot of Plane No. 26 "B" at "Frogtown" in Archbald. By means of Planes 26 and Plane No. 27 "A", the loaded cars were raised to the top of the east side of the valley at Archbald, then sent down Level No. 27 for the trip up the valley to Carbondale, and finally over the mountain to Honesdale.

Such then was the 1859 configuration of the D&H Gravity Railroad to Honesdale and to Olyphant/Valley Junction and to Providence/Green Ridge. With this configuration in place, annual coal shipments increased from Carbondale:

1859	591,000 tons
1860	499,568 tons
1861	726,644 tons
1862	644,100 tons
1863	828,150 tons
1864	852,130 tons
1865	759,699 tons

In 1866, for the first time, the million-or-more-tons-per-year mark was reached when 1,391,674 tons of coal were shipped to market by the D&H over its astonishing Gravity Railroad.

Photos are on page 13.

1840-1850 1850-1860 1860-1870 1870-1880 1880-1890 1890-1900 1900-1910 1910-1920 1920-1930 1930-1940 1940-1950 1950-1960 1960-1970 1970-1980 1980-1990 1990-2000 2000-2010 2010-2020



33. **Stereocards and Virtual Reality:** Stereocards are very important documents in the visual history of the Delaware and Hudson Railroad and the Pennsylvania Coal Company and its Gravity Railroad, and in the 25 volumes in this D&H series, there are a great many stereocards, most of them by Ludolph Hensel, Hawley, PA, of D&H and PCC sites. Here is a very interesting article about virtual reality and stereocards from the September 2017 issue of *Smithsonian Magazine*:

## prologue

By  
Oliver Thompson

TECHNOLOGY / STEREOGRAPHS

# The Illusion of Reality

The shocking power of virtual reality was all the buzz once before—about 150 years ago



Jim Naughten's 2017 stereograph, *The Toucans*, mimics the look of a Victorian image.

VR: "It's really deep immersion. They feel like they're in whatever world they've been placed into."

**IF YOU WALKED INTO** Charles Herzog's classroom last spring, you'd have seen a peculiarly modern sight: middle schoolers all staring into virtual-reality gear. Their bodies, officially, were at Flood Brook School in Vermont, perched atop stools and set among a set of comfy couches, whiteboards and cubbies. But mentally, they were teleporting around the world.

The kids were viewing VR footage of refugee children who'd fled war in South Sudan, Syria and Ukraine. It was called "The Displaced," and came courtesy of a free VR app launched by the *New York Times Magazine*, which you view by placing a phone in a Google Cardboard viewer. As Herzog's students craned

their necks around, they saw the swampy terrain of South Sudan and the dilapidated buildings where the Ukrainian children played. (Full disclosure: I sometimes write for the *New York Times Magazine* too.)

Later, when they put their headsets down, the students told Herzog they were stunned by the intensity of the experience—and how much more emotionally they intuited the brutal dislocations wrought by war. They'd read about this stuff and seen videos about it. But the VR hammered it into their souls.

"It's really deep immersion," Herzog told me later. "They feel like they're in whatever world they've been placed into."

VR, it seems, is finally edging into the mainstream. As head-mounted devices—such as the Oculus ●



Rift and HTC Vive—have dropped below \$1,000 (or as low as \$5 for Google Cardboard), more people than ever are peering into this new realm. Doctors use it to show the ventricles of the heart; artists create hallucinogenic visualizations; game designers build immersive shoot-'em-ups and kookily creative tools like Tilt Brush, which lets you draw virtual sculptures in the air. Documentary filmmakers are flocking to shoot VR “experiences,” using newfangled 360-degree cameras.

The high-tech age has given birth to many addictive new media, including websites, YouTube videos and endless text chat. But proponents say VR is different. By hijacking our entire field of vision, it has more persuasive power than TV, radio or any other previous medium. VR, as the filmmaker Chris Milk proclaims, is “an empathy machine.”

Why does VR get its hooks into our psyche? What’s so intense about 3-D? That’s a question people pondered back in the mid-19th century, when

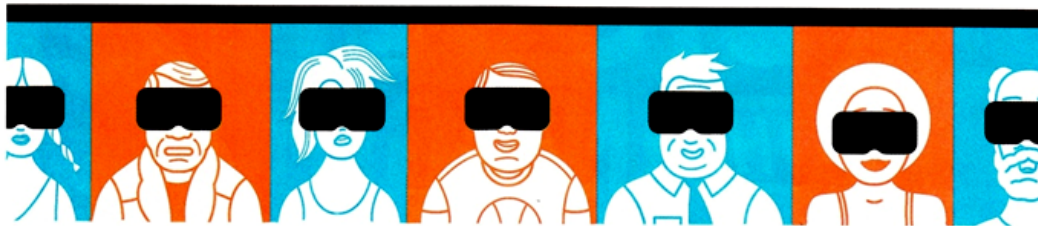
they peered into an exotic new tool for summoning virtual worlds: the stereoscope.

In June 1838, the British scientist Charles Wheatstone published a paper describing a curious illusion he’d discovered. If you drew two pictures of something—say, a cube, or a tree—from two slightly different perspectives, and then viewed each one through a different eye, your brain would assemble them into a three-dimensional view. This was, he noted, precisely how our vision works; each eye sees a slightly different perspective. Wheatstone created a table-size device to demonstrate the effect, with a viewer that sent a unique image to each eye: the world’s first stereoscope.

A decade later, the scientist David Brewster refined the design, crafting a hand-held device you could raise to your eyes. Insert a card with stereo images—a “view”—and presto! A scene came alive. Better yet, the photograph had recently been invented,

Charles  
Wheaton,  
June 1838

David  
Brewster



Applications

## Fasten Your Headsets

Training doctors. Treating anxiety. Traveling to the roof of the world. As VR technology gets better and cheaper, all kinds of people are finding there is a substitute for experience after all

### GAMES

#### Beyond Minecraft

Gamers will soon be able to do battle as a Marvel comic-book character like the Hulk or Rocket Raccoon (“Marvel Powers United VR,” out in 2018). You can already explore the skies of Paris as an eagle (“Eagle Flight”) or fend off a zombie apocalypse in the Wild West (“Arizona Sunshine”).

### EDUCATION

#### Living Lessons

In apps from zSpace, students tinker with an interactive periodic table (“Curie’s Elements”) or dissect a virtual frog (“VIVED Science”). A recent exhibit at Smithsonian’s National Museum of African American History and Culture put visitors in Rosa Parks’ seat on a segregated bus.

### MEDICINE

#### Smooth Operator

Surgeons use VR to simulate operations and practice treating trauma victims. Paramedics rehearse dealing with dangerous situations. Burn patients rely on VR as a distraction from painful treatments. And Vivid Vision uses VR to treat amblyopia and other vision disorders.

### SPACE

#### The Feel of Zero G

“Mission: ISS” brings you aboard the International Space Station, where you can dock cargo capsules and go on a spacewalk. To train real astronauts, NASA uses a “mixed reality” simulator that combines VR with a robotic crane that can mimic the feel of micro-, lunar or Martian gravity.

### PSYCHOTHERAPY

#### Confronting Fears

VR is a new tool in exposure therapy, in which patients face a traumatic experience to defuse it. “Bravemind” lets soldiers with PTSD visit virtual war zones. Patients with a fear of heights board a virtual elevator. Terrified of public speaking? Address a virtual audience.

### DOCUMENTARIES

#### Lens on the World

Meet an Ebola survivor (“Waves of Grace”), conga in Havana’s streets (“A History of Cuban Dance”), get a sense of what it’s like to lose your sight (“Notes on Blindness”) or view the Battle of Antietam through the eyes of siblings on opposing sides of the Civil War (“My Brother’s Keeper”).

### TRAVEL

#### Bucket List

“Everest VR” draws on a database of 300,000 images to take you from the base camp to the summit. After you reach the peak, unlock “God mode,” a view from the heavens. With Digital Domain’s “Teleport” series, go on an African safari or ride a gondola on Venice’s Grand Canal.

### ACTIVISM

#### Empathy Machine

Al Gore makes the case for climate change in “Melting Ice,” which transports you to the warming waters of Greenland. Animal Equality’s “iAnimal” takes the view of a factory-farmed pig. The *Guardian* newspaper, which opposes solitary confinement, gives you a feel for it in “6x9.”



Douglas Heil:  
*The Art of  
Stereography*

which meant Brewster's stereoscope could display not just crude hand drawings, but vivid images captured from real life.

"All these inventions just dovetailed perfectly by mid-century," notes Douglas Heil, a professor and author of *The Art of Stereography*.

Once Brewster's design hit the market, the stereoscope exploded in popularity. The London Stereoscopic Company sold affordable devices; its photographers fanned out across Europe to snap stereoscopic images. In 1856, the firm offered 10,000 views in its catalog, and within six years they'd grown to one million.

"People loved it," laughs Laura Schiavo, an assistant professor of museum studies at George Washington University. At pennies per view, stereoscopy could become a truly mass medium: People excitedly purchased shots of anything and everything. They gawped at Tintern Abbey in Wales and the Temple of Jupiter in Lebanon, and gazed at close-ups of delicate fancywork. There were comedic, staged views, like one showing a maid sneaking out of her house via manhole to see her lover. Wealthy families posed for stereoscope portraits.

The world in a stereoscope seemed transcendent, hyper-real. "The first effect of looking at a good photograph through the stereoscope is a surprise such as no painting ever produced," gushed Oliver Wendell Holmes, the American surgeon and author, in a 1859 *Atlantic* essay. "The mind feels its way into the very depths of the picture. The scraggy branches of a tree in the foreground run out at us as if they would scratch our eyes out." Soon, Holmes amassed a collection of thousands of views. "Oh, infinite volumes of poems that I treasure in this small library of glass and pasteboard! I creep over the vast features of Rameses, on the face of his rockhewn Nubian tem-

This Underwood & Underwood stereograph (c. 1901) shows a woman viewing stereographs in her home.

ple; I scale the huge mountain-crystal that calls itself the Pyramid of Cheops." He even gave this type of imagery a name: "stereograph," from the Latin roots for "solid" and "writing."

Holmes engineered a simplified stereoscope that could be made cheaply. He intentionally didn't patent it, and this sparked an American stereography boom, as U.S. firms cranked out thousands of the gadgets.

The device crossed all cultural and class boundaries: Intellectuals used it to ponder the mysteries of vision and mind, while kids merely goggled at the cool views.

"It was social, too," says Heil. "You'd see the family in the parlor room, and the grandson is feeding stereo views to grandmother, who's looking at it."

European views were frequently of famous ancient landmarks, castles and cathedrals. The United States—a young country—didn't have any antiquity, so stereographers instead recorded America's epic landscape: the canyons of the West, the soaring peaks of Yosemite. Americans also loved scenes from abroad, peering excitedly at Egyptian camels, Central American women pounding tortilla flour, dirigibles in flight, exploding volcanoes. Victorian-era travel was too expensive for anyone but the wealthy, so the stereograph provided virtual voyaging for the emerging middle class.

"You could stay at home and go to France, to Italy, to Switzerland and China, and you could visit all these places by your fireside," says Denis Pellerin, director of the London Stereoscopic Company (which still exists today). One entrepreneur even envisioned using the stereograph to do remote shopping.

Stereoscopy began to transform science. Astronomers realized that if they took two pictures of the moon—shot months apart from each other—then it would be like viewing the moon using a face that

The name  
"stereograph"  
was created by  
Oliver Wendell  
Holmes.

Oliver Wendell  
Holmes: "The  
first effect of  
looking at a good  
photograph  
through the  
stereoscope is a  
surprise such as  
no painting ever  
produced".



was the size of a city: "Availing ourselves of the giant eyes of science," as one observer wrote. (The technique indeed revealed new lunar features.)

Artists used the device for inspiration. Charlie Chaplin was casting about unsuccessfully for an idea for his next film, when he peered at stereographs of the Yukon. "This was a wonderful theme," he realized, and in a flash conceived the idea for his next hit film, *The Gold Rush*.

**By the late 19th** century, stereograph makers began aggressively pitching their wares to a huge and lucrative market: schools. Like many purveyors of educational technology, they claimed their new form was uniquely instructive—better, even, than mere books.

"The stereograph is a superior kind of text, and a good teacher will not have so much trust in mere print," wrote the Underwood & Underwood company in its teacher manual, *The World Visualized for the Classroom*. Many teachers were persuaded, and by some accounts millions of students began using stereoscopes. Keystone—another stereographic company—said every American city of at least 50,000 population was using the "Keystone System" in its schools.

"It was about forging a new style of cognition and behavior."

This was about more than education. It was about forging a new style of cognition and behavior. The science of psychology was new, and proponents believed that children's mental apparatuses were trainable with rigorous practice. Studying 3-D scenes, the experts argued, would help sharpen children's attention. "Educators would always describe kids as chaotic and unfocused," says Meredith Bak, an assistant professor of childhood studies at Rutgers University. "There was this idea that you had to train kids how to look," by giving them an "object lesson" to closely study. The stereograph seemed to fit the bill perfectly: By sealing off a student's vision, it removed the distractions of spitball-tossing classmates and sealed the child into quiet contemplation. "The student would get an image and be told to look in the foreground, look in the background, notice different parts of the image," Bak says. The device, one educator claimed, would "enchain the imagination."

Indeed, stereograph makers downplayed the obvious joy of the device, the better to render it educational. "Using stereographs is not play; it is work," intoned *The World Visualized for the Classroom*. If the teacher used it correctly, it would transport the children abroad. "It may not be too sanguine to believe that a child may be made thus to know more of the real life of foreign or of distant lands than is often known by the hasty or careless traveler who visits them," wrote one teacher.

Some literary elites were alarmed by the rise of the stereograph. Visual culture

CONTINUED ON PAGE 84



## Virtual Reality

CONTINUED FROM PAGE 22

was on the rise—on top of stereoscopes, Victorians were excitedly trading photographic calling cards, watching short films, and spinning kinetoscopes of looping animations that were, essentially, like today's animated GIFs.

The French poet Baudelaire had enough. He lashed out, bemoaning "a thousand hungry eyes . . . bending over the peep-holes of the stereoscope, as though they were attic-windows of the infinite." Some of this was pure snobbery, as the author Heil says. Elites hated the stereograph "because it was so popular, and embraced by uneducated people," he adds. "I compare it to rock 'n' roll in the 1950s." And, as is typical with new media, there was porn. A British government report decried stereographs of "women undressing, showing their underclothing, and sitting in certain postures in a highly suggestive manner"; France began a crackdown.

Eventually, the stereograph was killed off—by even newer, more bewitching media. Though the craze endured for over 60 years, by the 1910s, postcards had become the hot new photo item to share and collect. Then around the same time, radio arrived, and it permanently unseated the stereograph as social parlor-room entertainment. Stereo images never entirely vanished; 3-D has enjoyed a few short vogues in movies, and as the "View-Master" children's toy in the '60s.

But it wasn't the talk of the town anymore. Show up at a friend's house, and they would no longer urge you to peer into their fantastic device.

**Until, of course,** VR re-emerged. In 2012 an entrepreneur named Palmer Luckey unveiled a Kickstarter campaign to produce the Oculus Rift, sparking a renaissance in headmounted 3-D. Today's VR emerged largely because the technology it requires—LCD screens and tilt sensors—was made suddenly cheap by the boom in mobile phones. But VR struggles with some existential questions. What precisely is it good for? Are there things that cry out to be seen in VR? Is it the latest 3-D fad, or is it here to stay?

Documentary filmmakers in particular are chewing on this problem. The director Jeff Orlowski shot *Chasing*

"Elites [in the nineteenth century] hated the stereograph 'because it was so popular, and embraced by uneducated people...'"

In the 21<sup>st</sup> century, elites hate smart phones and all the new media out there. Maybe there's a lesson to be learned by 21<sup>st</sup> century "elites" from studying the history of the stereograph?

The stereograph craze lasted for over 60 years and by the 1910s post cards became "the hot new photo item to share and collect."

Today's VR, which requires LCD screens and tilt sensors, "was made suddenly cheap by the boom in mobile phones."

*Coral*, an 89-minute-long documentary about scientists and divers who engineer a system for recording, in time-lapse imagery, the bleaching of coral reefs. Intrigued by VR, he also shot a six-minute VR film of the underwater action. While the traditional documentary is better at telling a long story, he says, VR gives people a particularly physical sense of the issue.

"Oceans are almost the epitome of the immersive experience," he notes. "Very few people go there. Very few people dive. And of all the experiences where you want to look around in all 360 degrees, going underwater is a big one." It's missing a social dimension, though. Friends can gather to watch his regular documentary on a couch, but VR "isn't yet a communal experience."

Is VR truly an "empathy machine"? Many critics say this boast is overplayed. One can make voyeuristic, callow VR just as easily as smart, intelligent VR. However, some science suggests the claim isn't entirely hype. Jeremy Bailenson—a Stanford communications professor—has tested VR for over a decade, and has found that, deployed thoughtfully, it can indeed increase a viewer's ability to grasp a different perspective. It's uniquely suited to "role playing." He's even created a VR simulation that puts you in the position of a cow about to be slaughtered, and it's intense enough that viewers come away upset.

Indeed, that's why Bailenson thinks VR is good only for short experiences: It's too sensorily intense for more than 20 minutes. And while it certainly seems like a great tool for schools, the question of how it helps teach is still scientifically unsettled.

It may well be that VR winds up being used for mundane purposes, too. Walmart is using it to train employees; Bailenson has created a firm to use VR to help football athletes study plays. Maybe we really will use it to order food soon. This is, in many ways, often the long-term curve of media, as Schiavo, the George Washington University professor, notes. People thought the stereoscope would revolutionize the way we absorbed knowledge—but it never quite did.

"It's like, 'OK, well, now we see more things, that's cool!'" she says. We thrill to a new medium, then quickly domesticate it: the ultimate reality of the human gaze.

VR: "It's too sensorily intense for more than 20 minutes."

**34. Addition for Volume XV:** More on the D&H Binghamton Roundhouse: In Chris MacDermot's article, titled "Demonstrating the ALCO DL640" in the January 2019 issue of the *Bridge Line Historical Society Bulletin*, pp. 47-48, we read the following about the Binghamton D&H Roundhouse, two features of which made it unique among D&H roundhouses:

"There were two things about East Binghamton roundhouse [in the town of Conklin] that were unique. Most roundhouses were wood, or, if they had masonry walls, the roof, superstructure and supporting columns were normally wood. This one was concrete--solid, poured concrete, including the roof. This was the standard method of construction used on company buildings the length of the DL&W. I am told that German immigrants, hired to help build the railroad, brought this impressively durable building craft with them.

The second unique feature was the call board. Set in the partition between the caller's office and the register room was a steel drum some four feet in diameter, mounted on ball bearings on top of a vertical spindle. Painted flat black and ruled off like a standard call board, the caller, using his chalk-soaked-in-water in best railroad tradition, could mark up the trains, engines and crews without leaving his office. The drum could then be rotated so the marking times were visible on the register room side while the caller worked on the mark-ups for the next shift. It was the only call board of its kind I saw in my travels."

On December 27, 2018, Mike Bischak sent the following note: "I just finished your Vol. XV on the Locomotives and Roundhouses. On page 184 & 185 you have photos [by Stan Trzoniec] of the Binghamton roundhouse. That would be the DL&W roundhouse in Conklin yd. (the yd. the D&H bought from Conrail in 1980). That parcel of property was not part of the sale, it's privately owned. The D&H Bevier St. roundhouse burned on Oct. 7, 1974. Inside the D&H lost U33C #757 and Erie Lack. NW2 #409. The 757 was sent out to Morrison-Knudsen in Boise, ID and was rebuilt."

SRP Note: The two photos in Volume XV, pp. 184-185, of the inside of the Binghamton roundhouse in 1988 were taken by Stan Trzoniec and reprinted in our Volume XV with the captions that are on them in the April 2015 issue of the *Bridge Line Historical Society Bulletin* on pages 5 and 9.

Clarification, December 31, 2018, from Mike Bischak on the material on Binghamton roundhouses that is presented in Volume XV (Locomotives and Roundhouses) in this D&H series:

p. 181: Bevier Street roundhouse, which burned in 1974

p. 183: Bevier Street roundhouse

pp.184-185: this D&H roundhouse was the former DL&W roundhouse in the Conklin yard

p.186: Bevier Street roundhouse

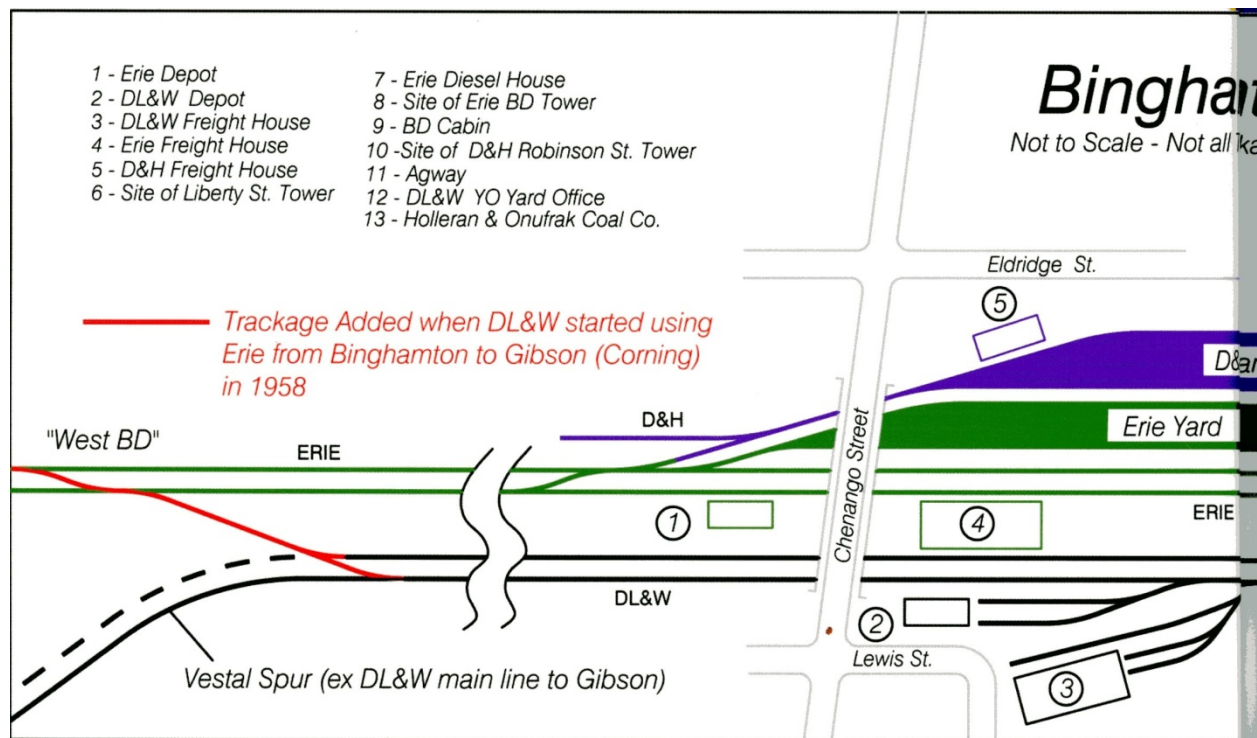
p. 189: This photo was taken from the Chenango Street bridge, looking East. The D&H freight house is on the extreme left, and is now used by NYS&W. The Lackawanna main is behind the



brick building on the right. The tracks to the right of the tower are Erie tracks; the D&H tracks are on the left. The Lackawanna Yard, YO, is not shown here. That yard was located next to D&H Bevier street yard. Circa 1980 the D&H bought the Lackawanna from Scranton to Binghamton, and the Conklin Yard.

Given below, from Mike Bischak on December 31, 2018, is a diagram, in two parts, the Binghamton yard:

Left side of diagram:



This map illustrates the proposed rail yard in Scranton, Pennsylvania, and its connection to the existing rail network. The map shows the following features:

- Streets:** Robinson St., Court St., and the main thoroughfare (likely Main St.) are shown.
- Rail Lines:** The DL&W (Delaware and Lehigh) line runs vertically through the center. The ERIE line runs horizontally across the bottom. A branch line for the "To E. Bingham Yard & Scranton" is shown at the bottom right.
- Proposed Yard:** A large purple-shaded area labeled "D&H Bevier St. Yard" and "DL&W 'YO' Yard" is located in the upper left quadrant.
- Numbered Points:** Thirteen numbered points (1-13) are marked along the proposed rail route, indicating specific locations or stations.
- Other Features:** A green-shaded area labeled "D&H Yard" is visible on the left. A dashed line indicates a proposed or existing alignment.

Bushwick is generally thought of as that portion of Carbondale Township that is south of the Carbondale City line, centered on Gordon Avenue and Upper Powderly Street, and bounded on the west by the railroad tracks/Gordon Avenue, on the south by Meredith Street, and on the east by Upper Powderly Street. There are those who say that the section of Gordon Avenue that begins at the railroad crossing in the city of Carbondale and the area of Carbondale City that is south of Battle Avenue is also part of “the Bush”.

105

In the opening pages of *The Mule Yard*, Tolerico not only situates, geographically, Bushwick, but also presents an interesting description of the people, called “Bushwackers,” who lived there, as follows:

Childs is in Carbondale Township, but is not at present generally thought to be in “The Bush”.

## Chapter 1

### BUSHWACKERS PARADISE

A slow-paced, tough section of real estate located on the south side of Carbondale, Pennsylvania, is called “The Bush,” snugly wedged between lush valleys that sparkle with green-growth nine months of each year. The snuggled area is occupied with families living on either side of Gordon Avenue, Upper Powderly Street and Lower Powderly Street, ending in front of the coal breaker. The Bush also takes in bottom half of Pike Street beginning at the railroad crossing and a small populated town called Childs. Childs has a boundary starting underneath the tressel. Unpaved roads and numbers of winding dirt paths that the Indians used fill in the remaining area.

Denizens living in this noble section of paradise are called “Bushwackers.” The people dress in whatever they get their hands on. The name Bushwacker holds strong today, same as it did in the past century.

Many characters are in residence and live within the range of their abilities. Aside from regular coal miners, there are berry pickers, hoboes, lazy frigs, truckers, night-crawler hunters, railroad men and millions of little green creatures that hop and jump. No hookers live on the south side of Carbondale.

The coal-mining neighborhood, warm in nature, also supports a handful of aloof citizens with vivid imaginations who share deep contempt for loud sirens, policemen, aldermen and especially strangers!

It could be safely assumed that if you lived in “The Bush, it was your choice. Ninety-nine percent of cousins, neighbors and saloon pals are closely knit. In the community, relatives, strangers and friends follow a Bushwacker way of living which is entirely different than what the rest of the world is doing. The Bush neighborhood has been regarded as the center of gravity of the hard coal belt of northeastern Pennsylvania.

The coal miners are easy people to get to know. They have many sterling qualities but at present are less concerned about defending their sterling qualities than in putting food on the



table and paying rent. Able-bodied men eager to take root in Carbondale lead lives of work and family. They are employed in the one of many forms of coal mining.

The noble Bushwackers work hard at jobs in return for small take-home pay. Some coal miners do farming on the side in the summertime to help make ends meet.

Nevertheless, Bushwackers stand tall in the way in which they live. They are not afraid of being counted or in giving a helping hand to a fellow Bushwacker who is running bad or in trouble.

Early in the century it was tough for the hard-working coal miner to enjoy many things in life. Most things were beyond his reach apart from putting food on the family table. Their women were hard workers themselves and couldn't find enough time in their working schedules to make themselves sensuous or pretty for their mates.

During periods of hard times at regular intervals, numbers of Bushwacking families have lived a penny-ante existence. Some of the really-down-on-their-luck families have lived in shameful ugliness.

Throughout the work, Tolerico specifically names individuals and families who lived in Bushwick at the time as well as buildings and organizations there (Ruselavitches Dance Hall; the Venosh family; Mrs. Laskowski's Dance Hall; Trump O'Riley the Bushwackers' barber; Patsy's Blue Room; Fagan's Gas Station; the Poope twins, who were identical and who were both born left-handed; Maggie's Whorehouse; and many others). And there is commentary on mines in Bushwick, such as the Devil's Eyebrow Mine (p. 14) in which "hard-working, sweaty coal miners follow each loaded mule cart steering the mules. The miners wear hard hats with attached carbide lamps sputtering a two-inch flame that enable the miner to see and do what he's supposed to do inside the mine."

The work, it appears, is intended to be not only autobiographical but also a portrait of Bushwick. But in spite of the Bushwick place references and the summary descriptions thereof in the text, one rarely gets a strong sense of a world portrayed/reality or of life in Bushwick, primarily because these "local color" references are not only heavy-handed and inorganic but also surface embellishments and/or examples of authorial name-dropping that are intended to ground the text in Bushwick or in nearby Carbondale, but which do not. In addition, Tolerico's narrative of his life has a self-congratulatory and condescending quality that establishes a barrier between the teller of the tale and the reader. The work, it should be noted, would not be a good addition to a high school reading list, as it contains scenes and descriptions that most parents and teachers would regard as inappropriate for young readers.

**36. Addition for Volume I:** The Swansea and Mumbles Railway in South Wales, we learned in an email from Barry Evans on December 20, 2018, is the oldest passenger carrying railway in the world.

Barry Evans is a member of the bass section of Cor Dathlu Cwmtawe, whose visit to America in October/November 2018 was hosted by the Carbondale Historical Society. One of the ancestors of Barry Evans moved to Wilkes-Barre from Ebbw Vale when steel/iron furnaces were being developed in the USA at the same time that many people left Ystradgynlais for America. Barry Evans now lives in a village called Bishopston on the Gower Peninsula in South Wales, just down the road from Mumbles, and travels up the Swansea Valley to Cor Dathlu on Tuesdays. He also sings with the Dunvant Male Choir, which is the oldest male choir in Wales, having run continuously since 1895. Dunvant's first conductor was the station master at the local London and North Western Railway station.

Attached to Barry Evans' email to the author on December 20, 2018, are two photographs of the Swansea and Mumbles Railway.

(a) *Passenger Coach on the Swansea and Mumbles Railway, which Opened in 1805.* In 1804 the British Parliament approved the laying of a railway line between Swansea and Oystermouth in South Wales, for transportation of quarried materials to and from the Swansea Canal and the harbor at the mouth of the River Tawe, and later that year the first tracks were laid. The line opened in 1805, making it the oldest passenger carrying railway in the world. In later years it became known as the Swansea and Mumbles Railway, or just the Mumbles Railway, but to local people it was simply the Mumbles Train.



(b) *Passenger Coach on the Swansea and Mumbles Railway, which closed in 1964.*



**37. Volume XXIII: Quality of Life: A new City Hall for Carbondale:**

Thomas Orchard, who served the D&H as Master Car Builder, was born in England, March 20, 1820. In addition, Thomas Orchard was the architect who designed--and under whose direction was built--the 1860 Carbondale City Hall.

As work progressed on the building, the decision was made to place a large stone at the entrance of the building. That stone was quarried at the Wells quarry in Greenfield Township. The movement of the stone from Greenfield Township to Carbondale is described in an article that was published in the *Carbondale Advance* of June 29, 1861, as follows:

**“Large Stone** / We understand that our City Commissioners are obtaining a very large Stone from Wells’ quarry in Greenfield for a Door Stone at the entrance of the New City Hall. The size is reported to us to be 18ft. by 12ft. and 14 inches thick. A strong force of men and teams are said to have moved it two and a half miles in nine days. It is now between three and four miles from town [in the vicinity of the Russell Homestead].—We hope it will ultimately be landed here safely.” (*Carbondale Advance*, June 29, 1861, p. 2)

The 1860 City Hall designed by Thomas Orchard still stands. It is the 2-story wing of the present building.

Thomas Orchard, architect and builder, and Master Car Builder for the D&H, was an extraordinary man and one of the most praiseworthy citizens of Carbondale in the nineteenth Century. Here is his biographical portrait that was published in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 361-362:



**"THOMAS ORCHARD.** As that of a man who rose superior to adversity and nobly conquered the difficulties lying in his path, the life of the late Thomas Orchard of Carbondale is well worthy of emulation by the youth of the rising generation. Guided by principles of the highest honor, he was a man of unspotted character, well dowered with firmness and stability. In the growth of Carbondale he maintained the deepest interest and for its future good he made many sacrifices of his time and means. He is spoken of by people among whom he lived for many years as one of the most praiseworthy citizens, and one to whom credit is due for his labors in the upbuilding of the various interests of the community. / In Stratton, Cornwall, England, the subject of this memoir was born, February 27, 1820, the son of John and Mary (Yeo) Orchard, of Stratton. He was reared in the strict honesty and integrity of purpose that remained his principal characteristic throughout life. His early educational advantages were meager, for his parents were poor and unable to give him the opportunities they desired. In youth he became an architect and builder, which occupation he followed industriously. Longing, however, for a wider field in which to gain a name and fortune, he left his native land in 1840, setting sail for America, and landing in Montreal, Canada. After a short time he came to the States and remained for a brief period in Honesdale, Pa. He removed from there to Carbondale about 1841 and entered the employ of the Delaware & Hudson Canal Company as pattern maker and builder [emphasis added]. He became a warm friend of C. P. Wurts, then superintendent of the Delaware & Hudson Railroad, who soon acknowledged his worth and superior ability by making him superintendent for the building of the many structures erected under the direction of the company in those early days. Among the buildings still standing for which he had the contract are the residences of J. B. Van Bergen, T. R. Durfee and E. E. Hendrick, the first Catholic Church in Carbondale, Graded School No. 1, the residence of the late Captain Brennan, now a part of the Catholic convent, also the city hall and residence of James Archbald of Scranton. / In 1862 Mr. Orchard was given charge of the car department of the company. When the Delaware & Hudson commenced the building of passenger cars, he was selected as the master car builder, and the splendid equipment of the gravity and locomotive roads of the Pennsylvania division of the Delaware & Hudson bespeaks his excellent qualifications for the responsible position [emphasis added]. It was largely due to his effort and efficiency that in this city there are still manufactured passenger cars, which indeed forms no small part of the business of the place. The designs for the different cars were either planned by him or under his immediate direction, and the responsibility of the work rested upon him. / .In April, 1869, Mr. Orchard was elected a member of the vestry of Trinity Episcopal Church, and at the time of his death was the second oldest vestryman in the congregation. Fraternally he belonged to Palestine Commandery, K. T. In 1851, he returned to his native land and also visited the great World's Exposition in the Crystal Palace, being of a party of eleven made up in Carbondale the only one who made the voyage. His first marriage united him with Miss Martha, sister of Col. William N. Monies. She died in 1860, leaving two sons, John H., and William, who died in 1865. In 1862 he was united with Mrs. Mary (Griffin) Smith, widow of Asa D. Smith, and mother of T. Griffin Smith, the freight agent of the Delaware & Hudson Railroad at Carbondale. By this marriage three children were born, namely: Charles, freight agent at Scranton; Frank, who is a pattern-maker in the works of the Hendrick Manufacturing

Company, Carbondale; and Elizabeth, wife of N. L. Moon, who is private secretary of C. R. Manville, superintendent of the Delaware & Hudson [emphasis added]. / In addition to his connection with the car shops, Mr. Orchard was interested in many local enterprises, and was also vice-president of the Pittston Stove Works, Pittston, Pa. He was thoroughly identified with every good work in his adopted city, ever willing to lend a helping hand to the poor and needy, and anxious to promote morality and temperance. He was well known beyond the limits of Carbondale and was respected by every acquaintance. Through honest and untiring efforts he rose from a humble station to prominence. / The life which has here been sketched closed December 30, 1895. The sympathies of all who knew him well and of the many who knew him chiefly by the kind words and thoughtful courtesy which marked his intercourse with all men, were extended to the bereaved relatives who for years have regarded him as their central figure. His noble career was achieved by perseverance and was marked from the first by a generous philanthropy and most exemplary devotion to justice, truth and honor. He possessed a clear mind, sound business judgment and unswerving integrity, from the principles of which no hope of reward or fear of giving offense could swerve him. His whole life demonstrated more clearly than mere words that strict integrity is the chief element of success and that honorable deeds win friends and respect [emphasis added]. / John H. Orchard, the only surviving son of the first marriage of our subject, was born in Carbondale April 2, 1854, and was six years of age when his mother died. On the completion of a public school education here, he went abroad and spent a year and six months in the schools of Dumfries, Scotland. Upon his return in October, 1872, he went into his father's office, and April 1, 1886, was made general car inspector. January 1, 1893, he was promoted to the office of assistant master car builder. On the death of his father he succeeded him as master car builder, which position he has since filled. He also succeeded his father as vestryman in Trinity Church and director of the Pittston Stove Works, of which company he is secretary. In 1889 he married Miss Frances Clark, who died the following year. He again married in 1896, his wife being Mrs. Jennie F. Price of Scranton."

**38. Addition for Volume I: Brakes on Gravity Coal Wagons and Passenger Coaches:** In all five configurations of the D&H Gravity Railroad (1829, 1845, 1859, 1868, 1899) the coal wagons, loaded and light, were attached to a "cable" (in 1829, the cars were attached to a chain; in the period 1830-1858, they were attached to a hemp rope; in the period 1858-1899, they were attached to a wire rope) as they were moved up and down the inclined planes. Similarly, passenger coaches, from the very beginning of passenger of service on the Gravity line in 1859 to the closing of the Gravity line in 1899, were attached to a "cable" (hemp ropes initially, then wire ropes) as they were moved up and down the inclined planes.

On the levels, loaded and light, the coal wagons were not attached to "cables". In the 1829 configuration the coal wagons were pulled by horses across the levels. From 1845 to the end of the century, the wagons moved down the levels by gravity, and their forward movement was regulated by brakemen who rode on the cars, some of which had brakes.

In each cut of loaded cars, at least one car had brakes. Long strings of empty coal wagons were sometimes sent through the system. In these long strings, empty cars with brakes were spaced throughout the string, and brakemen on those cars regulated the forward movement of those empty cars.

Every Gravity passenger coach had brakes, and the forward movement of that car as it moved down the levels was controlled by a brakeman.

Wire rope note: In the June 7, 1873 issue of the *Carbondale Advance* (p. 3) we find the following note/observation/comment about wire rope:

**"Plenty of Rope"** / It is said that "if you give some men plenty of rope they will hang themselves." The Delaware & Hudson is said to have twenty-five miles of rope on their planes between Wilkes-Barre and Honesdale. The wire rope only is now used by them, and twenty-five miles would seem to be "plenty." (*Carbondale Advance*, June 7, 1873, p. 3)

**39. Addition for Volume XVII:** Notes on the Knox Mine Disaster, January 22, 1959:

On the morning of January 22, 1959, a coal mining tragedy occurred in the small town of Port Griffith, PA, that gained national attention. At the direction of the Knox Coal Company, miners in the River Slope Mine dug too close (about 6 feet) to the underbelly of the Susquehanna River without having drilled boreholes to gauge the rock thickness overhead. Thirty five feet was considered the minimum for safety. A brake-in flooded the mines with over 10 billion gallons of water, trapping 81 miners underground.

With all exits cut off the miners scrambled to find an alternate route out as the icy waters rose to their chests. Led by surveyor Joe Stella the men located the Eagle air shaft, a 52 feet rock wall opening to the surface. Miner Amadeo Pancotti took off his boots and scaled the steep air shaft using only finger and toe holds. Upon reaching the surface, Pancotti notified laborer William Hastie about the men trapped below, and the rescue began. Thirty three men, including Picotti, went up the shaft.

It took three days to plug the hole in the riverbed, which was done by dumping large railroad cars, smaller mine cars, culm, and other debris into the whirlpool formed by the water draining into the mine. In the end 69 miners escaped. Twelve men died, and their bodies were never recovered, despite efforts to pump the water out of the mine. The victims were Samuel Altieri, John Baloga, Benjamin Boyar, Francis Burns, Charles Featherman, Joseph Gizenski, Dominic Kaveliski, Frank Orłowski, Eugene Ostrowski, William Sinclair, Daniel Stefanides, and Herman Zelonis.



Deep coal mining in the Wyoming Valley officially ended that day. With the mines permanently flooded, the regional economy was devastated as over 5,000 miners became unemployed overnight. Federal and state indictments were issued resulting in prison sentences for the mine owners and UMWA officials. Ten people were indicted in the disaster's aftermath, including the mine superintendent, Robert Dougherty; owner Louis Fabrizio; secret owner August J. Lippi, who was also the president of District 1 of the United Mine Workers, and three union officials. Six served jail time.

Amadeo Pancotti was awarded the Carnegie Medal for his heroism that day. At Port Griffith, in 1999, the Pennsylvania Historical and Museum Commission erected a historical marker at the site of the disaster in 1959.

The Knox catastrophe was less deadly than the Twin Shaft disaster in Pittston in 1896, which claimed 58 lives.

40. **Addition for Volume XXIII:** Article titled “Return Journey to America by Côr Dathlu Cwmtawe” by S. Robert Powell that was published in the January-February 2019 issue (p. 27) of *Ninnau*:

### **Return Journey to America by Côr Dathlu Cwmtawe**

By S. Robert Powell, Carbondale Historical Society, Pennsylvania, USA

The 2018 American tour of the Swansea Valley Celebration Male Choir and Friends was an artistic and cultural achievement of the highest order.

On five consecutive evenings, October 28-November 1, audiences in northeastern Pennsylvania were given the once-in-a-lifetime opportunity to attend five concerts in five days by the Côr Dathlu Cwmtawe and friends from the Swansea Valley. Those of us who did so will remember always this amazing gift of song to American audiences by these world-class musicians from Wales, whose performances were given standing ovations throughout this American tour.

The concerts were all under the direction of Maestro Conway Morgan, with Dr. David Lyn Rees as accompanist. The musical collaboration between Conway Morgan and Dr. Rees, and between Conway Morgan and the singers, during these concerts is not only a joy to behold, but also the structure upon which are built the beautifully articulated performances by the choir and soloists.

Singing with the choir on this American tour were Helen Gibbon, soprano, and Kees Huysmans, bass/baritone, both of whom have to their credit numerous major wins at national eisteddfodau in Wales. Throughout the tour, solos and duets by these two remarkable singers were warmly received by the American audiences.

At three of these five concerts, student musical groups from local elementary and high schools performed during the evening: Sunday, October 28, Old Forge Elementary Choralaires, under the direction of Marty Ort; Monday, October 29, Western Wayne High School Marching Band, under the direction of Elaine Shedd Ort; and Tuesday, October 30, Valley View High School Chorus, under the direction of Gina Pascolini.

These guest appearances by these young American musicians were a win/win situation for all concerned. For the American students, it was the opportunity of a lifetime to showcase their musical talents and to perform on the same program as the Côr Dathlu Cwmtawe and soloists. For the Welsh choir and friends, it was tantamount to opening a window on the fine musical talent and achievements of the students in these three remarkable schools, among others, in northeastern Pennsylvania. For the audiences at these concerts, it goes without saying, these performances were not only enjoyable as musical statements but also as expressions of civic pride in the achievements of students in the musical programs of these three area public schools.

The performances by the students at Valley View High School on October 30 were a special treat for the Swansea Valley Celebration Male Choir, in that the Voices of the Valley choir (all members of the Valley View High School Chorus), under the direction of Gina Pascolini, at the invitation of the Côr Dathlu Cwmtawe, traveled to Wales in the summer of 2017, and performed there a highly successful concert tour. To the great pleasure of the members of the Welsh choir, and of the audience as a whole, at the Valley View High School concert, the Valley View High School Choir sang, in Welsh, *Men of Harlech* and *Rachie*. For their performances in Welsh of those two works, the Valley View student choir was given a standing ovation by the Côr Dathlu Cwmtawe.

The repertory of the Côr Dathlu Cwmtawe for this American tour was broad and diverse, with 23 works prepared and ready for performance. The musical program, remarkably, at each of the five concerts in this American tour by the choir, was unique.

The solos and duets performed by Helen Gibbon and Kees Huysmans at these five concerts were drawn from the broad repertory of both singers and included operatic arias, Broadway show tunes, hymns, and popular songs, all of which were beautifully and flawlessly executed with effortless grace and style by Helen Gibbon and Kees Huysmans, both of whom won the hearts of the audiences at all five venues.

Two members of the Swansea Celebration Choir, Gareth J. Davies and Barry Evans, performed solos at these concerts. The choir's performance of *Mi glwyaf dyner lais* began with a poignant and beautifully focused solo performance by Gareth J. Davies, tenor, of the first verse of that extraordinary song (text of 'Gwahoddiad' with music composed by Doug Roberts, a member of the Côr Dathlu Cwmtawe). An equally wonderful solo performance was presented by Barry Evans, bass, as a prelude to the choir's performance of the Reverend Eli Jenkins' prayer from

*Under Milk Wood*, a radio drama written by Dylan Thomas that was later adapted for the stage. With great resolve and compassion--and beautifully rendered in his opulent bass voice--Barry Evans, reading from *Under Milk Wood*, became the omniscient narrator created by Dylan Thomas who invites the audience to close their eyes and listen to the dreams and innermost thoughts of the inhabitants of the fictional small Welsh fishing village of Llareggub. As the reading by Barry Evans drew to a conclusion, the reading by Barry Evans became, seamlessly and gently, a performance by the choir of the Reverend Eli Jenkins' prayer from *Under Milk Wood*. The impact of this performance by Barry Evans and the choir at each venue was profound and unforgettable.

The venues for these five concerts were diverse. The concerts at Western Wayne High School and Valley View High School took place in very large, modern, state-of-the-art high school auditoriums. The concert in Carbondale took place in a very large and beautiful Methodist Church with breath taking stained glass windows from the late nineteenth and early twentieth centuries and with a splendid pipe organ, on which Mark Myers, church organist, played several selections before the concert by the choir began.

The concert in Wilkes-Barre took place in the First Presbyterian Church there, an enormous masonry building with a very high vaulted ceiling and wonderful acoustics. A special guest in the audience at this concert was Bill Hastie, a Welshman from West Pittston who is a World War II veteran and is now 99 years old and in good health. The Minister of Music at the church, Dr. John Vaida, performed several selections on the church organ as the audience assembled and before the concert by the Côr Dathlu Cwmtawe began. During several selections sung by the choir, Dr. Vaida, on the church organ, together with Dr. Rees on the piano, accompanied the Welsh Choir as they sang.

The Trinity Episcopal Church in Bethlehem is an old and very beautiful building, with an austere and humanistic quality that is very appealing. The concert was co-sponsored by the Trinity Soup Kitchen there, which for generations has ministered to the needs of the Bethlehem community. That same soup kitchen, be it known, ministered beautifully and generously to the nutritional needs of a large number of Welsh singers and friends both in the early afternoon and following the evening concert on November 1. The good fellowship and camaraderie that pervaded the church hall during that after-the-concert fellowship hour was heartwarming and thoroughly enjoyed by all. The evening in Bethlehem, following the concert by the choir there, ended on a melancholy note as the Côr Dathlu Cwmtawe and friends had to say farewell, for now, to their many friends in America, the choir departing the following morning for Washington, before their return to Wales.

Generous hospitality was also the order of the day as well when the choir performed at Valley View High School. That day, in the late afternoon before the evening performance by the Welsh choir at the Valley View High School, Nick Germano and the Valley View Food Service Staff, be it known, addressed, beautifully, in the high school cafeteria, the nutritional needs of the Côr



Dathlu Cwmtawe and friends. The commemorative beverage cups created by the school for the occasion were well received by the choir and many of those cups now have a home in Wales.

The Chairman of the Côr Dathlu Cwmtawe, Alan George, always in the moment, always a gentleman, and perpetually charming, at each concert, stepped forward from the bass section of the choir, and not only expressed the choir's sincere thanks to the hosts at each venue for their gracious hospitality but also presented all hosts with a copy of the CD that was recently released by the choir.

Given the five-concerts-in-five-days itinerary of the Welsh choir in Pennsylvania, there was not much time available for sight-seeing by the choir members and friends in northeastern Pennsylvania. Nevertheless, a number of the members of the choir and friends, during their time in Carbondale, did undertake bicycle tours (using bicycles provided by the Hotel Anthracite) on the pedestrian and bicycle trails (former railroad beds) in Carbondale and in the Lackawanna Valley. In addition, many members of the tour also found the time to visit the Carbondale Historical Society and the displays there of a broad range of anthracite mining and railroading artifacts.

In addition, on Tuesday morning, October 30, Dr. S. R. Powell, the president of the Carbondale Historical Society, at the request of several members of the choir, went to the Hotel Anthracite, home base of the Welsh tour in Carbondale, and gave a presentation there for many members of the Welsh tour on the Delaware and Hudson Canal Company's Gravity Railroad, which opened on October 9, 1829, between Carbondale and Honesdale, making it the first successful railroad system in America.

Several members of the tour, in addition, to the great pleasure of members of the Carbondale Historical Society, made it a point to visit again, during this American tour, as they did in 2015, Welsh Hill in Maplewood Cemetery, wherein are interred the earthly remains of many Welsh miners and their families who came to Carbondale in the 1830s to live and to work in the anthracite mines. The tombstones that mark those graves are from Wales and bear inscriptions in Welsh.

Throughout the American tour by the choir, copies of the latest CD by the Côr Dathlu Cwmtawe were made available to American audiences. On the CD, which was recorded in St. Cynog's Church at Ystradgynlais, there are fifteen numbers, with solo performances by Helen Gibbon, Kees Huysmans, and Robyn Lyn Evans. To the great pleasure of many people in Carbondale, the fourth paragraph of the liner notes on the CD reads as follows: "The Choir toured Pennsylvania in 2015 and returned to the area around Carbondale in October 2018. This was the site of the first deep vein anthracite coal mine in the US in the early 19<sup>th</sup> century, and where the first Eisteddfod in America was held on Christmas Day 1850."

The American tour of the Côr Dathlu Cwmtawe was hosted by the Carbondale Historical Society and Museum, Dr. S. Robert Powell, president. The tour manager was Ted Frutchev; the event PR coordinator was Jerry Williams. This return journey of the Swansea Valley Celebration Male Choir to northeastern Pennsylvania was a triumphant success--for the choir and soloists, for Wales, and for America.

\* \* \* \* \*

Given on the following page is the article given above as it appeared in the January-February 2019 issue of *Ninnau* (p. 27):

## Return Journey to America by Côr Dathlu Cwmtawe

By S. Robert Powell,  
Carbondale Historical  
Society, Pennsylvania, USA

The 2018 American tour of the Swansea Valley Celebration Male Choir and Friends was an artistic and cultural achievement of the highest order.

On five consecutive evenings, October 28–November 1, audiences in northeastern Pennsylvania were given the once-in-a-lifetime opportunity to attend five concerts in five days by the Côr Dathlu Cwmtawe and friends from the Swansea Valley. Those of us who did so will remember always this amazing gift of song to American audiences by these world-class musicians from Wales, whose performances were given standing ovations throughout this American tour.

The concerts were all under the direction of Maestro Conway Morgan, with Dr. David Lyn Rees as accompanist. The musical collaboration between Conway Morgan and Dr. Rees, and between Conway Morgan and the singers during these concerts is not only a joy to behold, but also the structure upon which are built the beautifully articulated performances by the choir and soloists.

Singing with the choir on this American tour were Helen Gibbon, soprano, and Kees Huysmans, bass/baritone, both of whom have to their credit numerous major wins at national cisteddofodau in Wales. Throughout the tour, solos and duets by these two remarkable singers were warmly received by the American audiences.

At three of these five concerts, student musical groups from local elementary and high schools performed during the evening: Sun., Oct. 28, Old Forge Elementary Choralaires, under the direction of Marty Ott; Mon., Oct. 29, Western Wayne High School Marching Band, under the direction of Elaine Shedd Ott; and Tues., Oct. 30, Valley View High School Chorus, under the direction of Gina Pasolini.

These guest appearances by these young American musicians were a win/win situation for all concerned. For the American students, it was the opportunity of a lifetime to showcase their musical talents

and to perform on the same program as the Côr Dathlu Cwmtawe and soloists. For the Welsh choir and friends, it was tantamount to opening a window on the fine musical talent and achievements of the students in these three remarkable schools, among others, in northeastern Pennsylvania. For the audiences at these concerts, it goes without saying, these performances were not only enjoyable as musical statements but also as expressions of civic pride in the achievements of students in the musical programs of these three area public schools.

The performances by the students at Valley View High School on October 30 were a special treat for the Swansea Valley Celebration Male Choir, in that the Voices of the Valley choir (all members of the Valley View High School Chorus), under the direction of Gina Pasolini, at the invitation of the Côr Dathlu Cwmtawe, traveled to Wales in the summer of 2017, and performed there a highly successful concert tour.

To the great pleasure of the members of the Welsh choir, and of the audience as a whole, at the Valley View High School concert, the Valley View High School Choir sang, in Welsh, Men of Harlech and Rachie. For their performances in Welsh of those two works, the Valley View student choir was given a standing ovation by the Côr Dathlu Cwmtawe.

The repertoire of the Côr Dathlu Cwmtawe for this American tour was broad and diverse, with 23 works prepared and ready for performance. The musical program, remarkably, at each of the five concerts in this American tour by the choir, was unique.

The solos and duets performed by Helen Gibbon and Kees Huysmans at these five concerts were drawn from the broad repertoire of both singers and included operatic arias, Broadway show tunes, hymns, and popular songs, all of which were beautifully and flawlessly executed with effortless grace and style by Helen Gibbon and Kees Huysmans, both of whom won the hearts of the audiences at all five venues.

Two members of the Swansea Celebration Choir, Gareth J.



Côr Dathlu Cwmtawe

Davies and Barry Evans, performed solos at these concerts. The choir's performance of "Mi gylwyf dynier lais" began with a poignant and beautifully focused solo performance by Gareth J. Davies, tenor, of the first verse of that extraordinary song (text of "Gwahoddiad" with music composed by Doug Roberts, a member of the Côr Dathlu Cwmtawe).

An equally wonderful solo performance was presented by Barry Evans, bass, as a prelude to the choir's performance of the Reverend Eli Jenkins' prayer from "Under Milk Wood," a radio drama written by Dylan Thomas that was later adapted for the stage. With great resolve and compassion—and beautifully rendered in his opulent bass voice—Barry Evans, reading from "Under Milk Wood," became the omniscient narrator created by Dylan Thomas who invites the audience to close their eyes and listen to the dreams and innermost thoughts of the inhabitants of the fictional small Welsh fishing village of Llareggub.

As the reading by Barry Evans drew to a conclusion, the reading by Barry Evans became, seamlessly and gently, a performance by the choir of the Reverend Eli Jenkins' prayer from "Under Milk Wood." The impact of this performance by Barry Evans and the choir at each venue was profound and unforgettable.

The venues for these five concerts were diverse. The concerts at Western Wayne High School and Valley View High School took place in very large, mod-

ern, state-of-the-art high school auditoriums. The concert in Carbondale took place in a very large and beautiful Methodist Church with breath-taking stained glass windows from the late 19th and early 20th centuries and with a splendid pipe organ, on which Mark Myers, church organist, played several selections before the concert by the choir began.

The concert in Wilkes-Barre took place in the First Presbyterian Church there, an enormous masonry building with a very high vaulted ceiling and wonderful acoustics. A special guest in the audience at this concert was Bill Hastie, a Welshman from West Pittston who is a World War II veteran and is now 99 years old and in good health. The Minister of Music at the church, Dr. John Vada, performed several selections on the church organ as the audience assembled and before the concert by the Côr Dathlu Cwmtawe began. During several selections sung by the choir, Dr. Vada, on the church organ, together with Dr. Rees on the piano, accompanied the Welsh Choir as they sang.

The Trinity Episcopal Church in Bethlehem is an old and very beautiful building, with an austere and humanistic quality that is very appealing. The concert was co-sponsored by the Trinity Soup Kitchen there, which for generations has ministered to the needs of the Bethlehem community. That same soup kitchen ministered beautifully and generously to the nutritional needs of a large number of Welsh singers and friends both in the early afternoon and following the evening concert on November 1. The good fellowship and camaraderie that pervaded the church hall during that after-the-concert fellowship hour was heartwarming and thoroughly enjoyed by all. The evening in Bethlehem, following the concert by the choir there, ended on a melancholy note as the Côr Dathlu Cwmtawe and friends had to say farewell, for now, to their many friends in America, the choir departing the following morning for Washington, before their return to Wales.

Generous hospitality was also the order of the day when the choir performed at Valley View High School. That day, in the late afternoon before the evening performance by the Welsh choir at the Valley View High School, Nick Germano and the Valley View Food Service Staff addressed the nutritional needs of the Côr Dathlu Cwmtawe and friends. The commemorative beverage cups created by the school for the occasion were well received by the choir and many of those cups now have a home in Wales.

The Chairman of the Côr Dathlu Cwmtawe, Alan George, always a gentleman, and perpetually charming, stepped forward from the bass section of the choir at each concert and not only expressed the choir's sincere thanks to the hosts at each venue for their gracious hospitality but also presented all hosts with a copy of the CD that was recently released by the choir.

Given the five-concerts-in-five-days itinerary of the Welsh choir in Pennsylvania, there was not much time available for sight-seeing by the choir members and friends in northeastern Pennsylvania. Nevertheless, a number of the members of the choir and friends, during their time in Carbondale, did undertake bicycle tours (using bicycles provided by the Hotel Anthracite) on the pedestrian and bicycle trails (former railroad beds) in Carbondale and in the Lackawanna Valley. In addition, many members of the tour also found the time to visit the Carbondale Historical Society and the displays there of a broad range of anthracite mining and railroading artifacts.

In addition, on Tuesday morning, Oct. 30, Dr. S. R. Powell, the president of the Carbondale Historical Society, at the request of several members of the choir, went to the Hotel Anthracite, home base of the Welsh tour in Carbondale, and gave a presentation there for many members of the Welsh tour on the Delaware and Hudson Canal Company's Gravity Railroad, which opened on October 9, 1829, between Carbondale and Honesdale, making it the first successful railroad system in America.

Several members of the tour, in addition, to the great pleasure of members of the Carbondale Historical Society, made it a point to visit again, during this American tour, as they did in 2015, Welsh Hill in Maplewood Cemetery, wherein are interred the earthly remains of many Welsh miners and their families who came to Carbondale in the 1830s to live and to work in the anthracite mines. The tombstones that mark those graves are from Wales and bear inscriptions in Welsh.

Throughout the American tour by the choir, copies of the latest CD by the Côr Dathlu Cwmtawe were made available to American audiences. On the CD, which was recorded in St. Cynog's Church at Ystradgynlais, there are 15 numbers, with solo performances by Helen Gibbon, Kees Huysmans, and Robyn Lyn Evans. To the great pleasure of many people in Carbondale, the fourth paragraph of the liner notes on the CD reads as follows: "The Choir toured Pennsylvania in 2015 and returned to the area around Carbondale in October 2018. This was the site of the first deep vein anthracite coal mine in the US in the early 19th century, and where the first Eisteddfod in America was held on Christmas Day 1850."

The American tour of the Côr Dathlu Cwmtawe was hosted by the Carbondale Historical Society and Museum, Dr. S. Robert Powell, president. The tour manager was Ted Fruthe; the event PR coordinator was Jerry Williams. This return journey of the Swansea Valley Celebration Male Choir to northeastern Pennsylvania was a triumph success—for the choir and soloists, for Wales, and for America.

## Historic Iowa Church in Need of Rescue

By Conni Lynch

The First Welsh Congregational Church of Old Man's Creek just south of Iowa City, Iowa, is asking for donations to do several urgent repairs to our building and the parsonage. The wood shingles on the steeple are leaking, but salvageable if repaired and painted soon. The chimney has cracks that need repaired. The front steps are crumbling, and several windowsills are rotting. The parsonage also needs rotted windowsills replaced, and the entire house needs to be repainted.

Kelli Rozinek and her mother, Conni (Tudor) Lynch are direct descendants of several generations of those buried in the cemetery. This is a very historic church, founded in the mid-1800s by Welsh immigrants. It has a cemetery adjacent which has many old stones with inscriptions in Welsh. It sits on a hill overlooking farm fields, and has a beautiful view. There are several century farms in the area, still owned by descendants of the original immigrants. It deserves to be saved for



Welsh Church and cemetery in past times

posterity. Membership has declined to a handful. Sunday donations barely cover basic expenses, like utilities and such.

In order to rescue the church we need to raise nearly \$20,000. But any help, small or large, will be greatly appreciated!

Kelli has set up a GoFundMe page. It can be accessed through

the church's Facebook page, or search GoFundMe.com for "Historic Welsh Church Repair." Or alternatively, donations could be sent to the church's treasurer: Janice Hining, 3556 Osage St, Iowa City, Iowa 52240



41. **Addition for Volume XXIV:** *Addendum I (December 31, 2018) to S. Robert Powell's Twenty-Four Volume Series on the Delaware and Hudson Railroad* was published on December 31, 2018:



Looking up Level 15, which is now part of Birch Lane, Prompton, PA. Heading West on Route 6 out of Prompton, turn right at the crest of the mountain onto Birch Lane. In traveling up Birch Lane the first road that you cross, less than 50 yards up Birch Lane, is the former Level No. 15 (which is also a part of Birch Lane).

© 2018  
All rights reserved

D&H S. Robert Powell Addendum I 2018



## The Delaware and Hudson Canal Company

Addendum I (December 31, 2018) to  
S. Robert Powell's Twenty-four Volume Series on the  
Delaware and Hudson Railroad



Looking Down at the Lackawaxen River from the Head of Plane No. 14 on the Delaware and Hudson Gravity Railroad Light Track. In this photo, taken by the author on September 4, 2018, we see the abutment on the South shore of the Lackawaxen River for the Honesdale and Clarksville turnpike bridge that was erected there over the Lackawaxen River, probably in 1830, and used until no later than 1845, when the second configuration of the Gravity Railroad was installed.

By  
**S. Robert Powell**

Published by the Carbondale Historical Society & Museum, Inc.  
December 31, 2018

### **D&H Thank You from S. Robert Powell, December 26, 2018:**

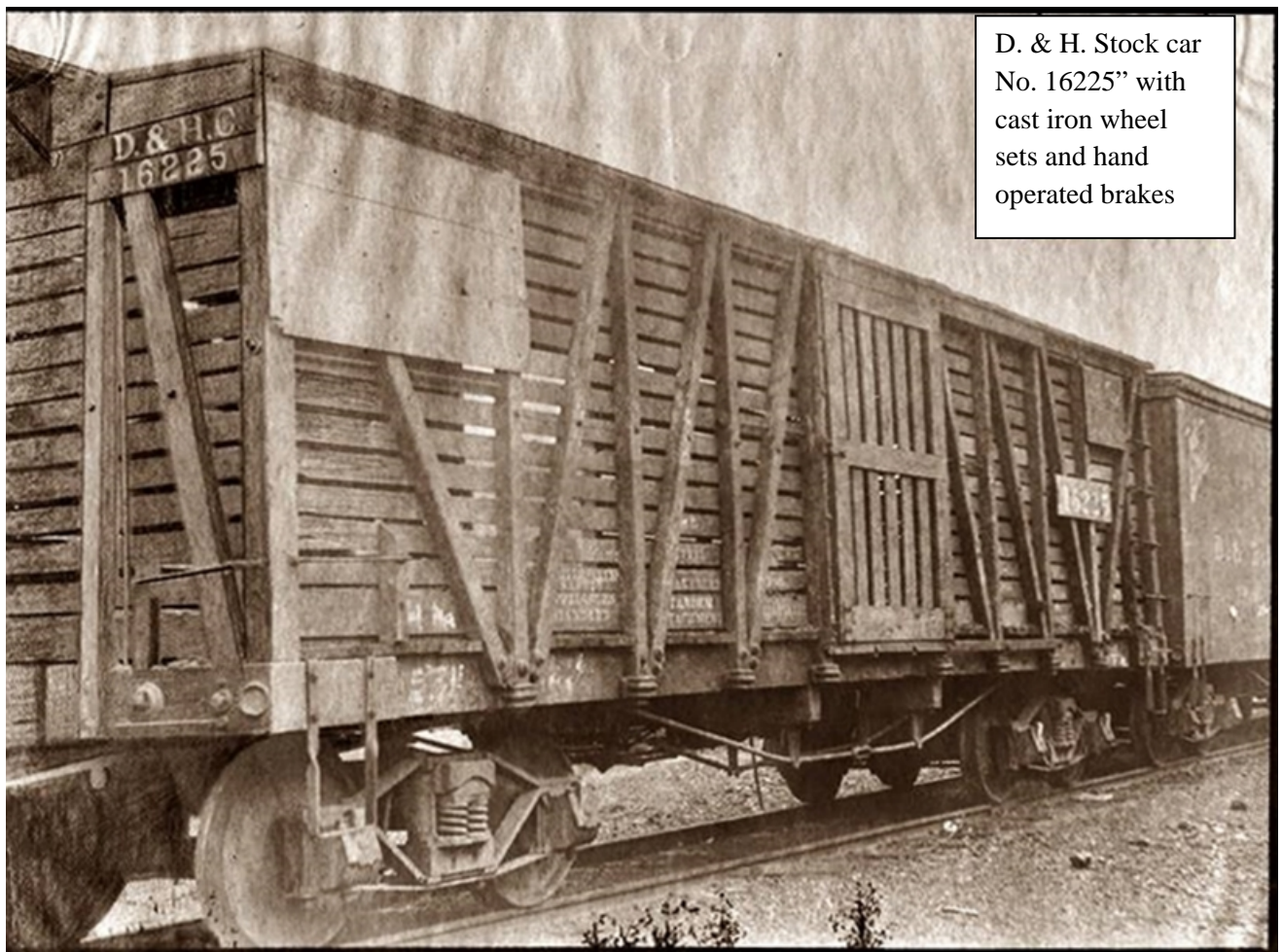
Presented in Addendum I, in which there are 444 pages and which we regard as Volume XXV in our D&H series, are materials that we have learned about the D&H in the period October 10, 2018--December 31, 2018. All of those D&H materials will ultimately be incorporated into the volumes in the author's 24-volume series. In the meantime, they are there, and ready to be "incorporated" into that 24-volume series.

On December 26, 2018, we sent copies of this *Addendum I...* to the individuals and organizations listed below, all of whom have faithfully stood behind this 20-year research and publication project on the Delaware and Hudson Railroad. We did so, as a modest expression of our sincere thanks to them for their emotional and intellectual support of this D&H series.

Here are the names individuals and organizations: Mr. Mike Bischak, Simpson, PA 18407; Mr. Joe Callahan, Dickinson, ND 58601; Mr. Richard Chait, Alexandria, VA 22314-3255; Ms. Lauren Hauptman, National Park Service Upper Delaware Scenic and Recreational River, Zane Grey Museum, Lackawaxen, PA 18435; Mr. Robert Ryczak, Bel Air, MD 21014; Mr. Larry

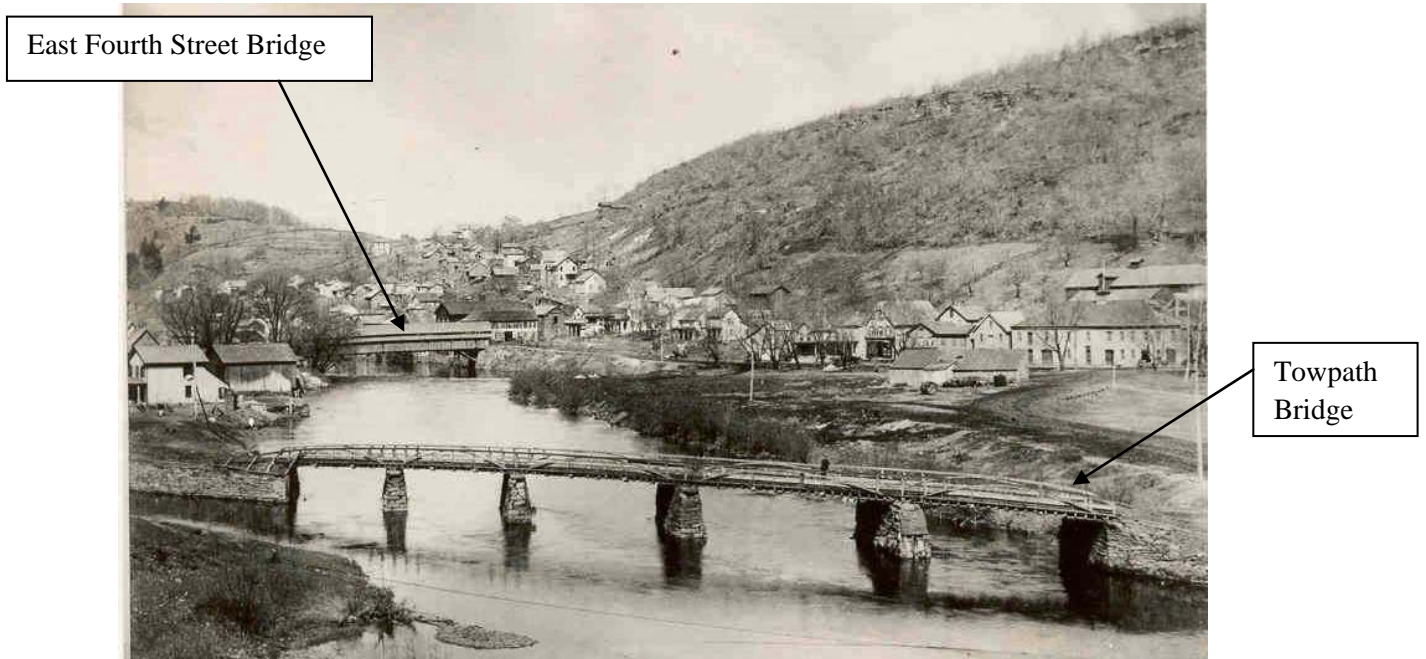
Rine, West Lebanon, NH 03784; Lackawanna Historical Society, Scranton, PA 18510; Carbondale Public Library, Carbondale, PA 18407; Wayne County Historical Society, Honesdale, PA 18431; Waymart Area Historical Society, Waymart PA 18472; Mr. Steve Skye, Neversink Valley Area Museum of History and Innovation, Cuddebackville, NY; Mr. Bill Merchant, D&H Canal Historical Society and Museum, High Falls, NY 12440; Mr. Michael Yavorosky, Hop Bottom, PA 18824; Mr. Norm Barrett, Dickson City, PA 18519-1610; Mr. Howard Zendle, Vestal, NY 13850; Mr. Edward J. Casey, Archbald, PA 18403; Mr. Stacy Gardner, Forest City, PA 18421; Mr. Edward R. Stover, New Oxford, PA 17350; Ms. Teresa F. Doyle, Plainfield, VT 05667; Mr. Frank Maciuska, Walworth, NY 14568.

42. **Addition for Volume XVI:** *D&H Stock Car, No. 16225*, offered for sale on E-Bay, December 2018. We bid \$6.95 on 12-24-2018 and the item sold on 12-28-2018 for \$7.45.





43. **Addition for Volume I:** Here is a good photograph of the *Towpath Bridge and the East Fourth Street Bridge over the Lackawaxen River at Honesdale*. This photo was posted on Facebook on December 29, 2018.



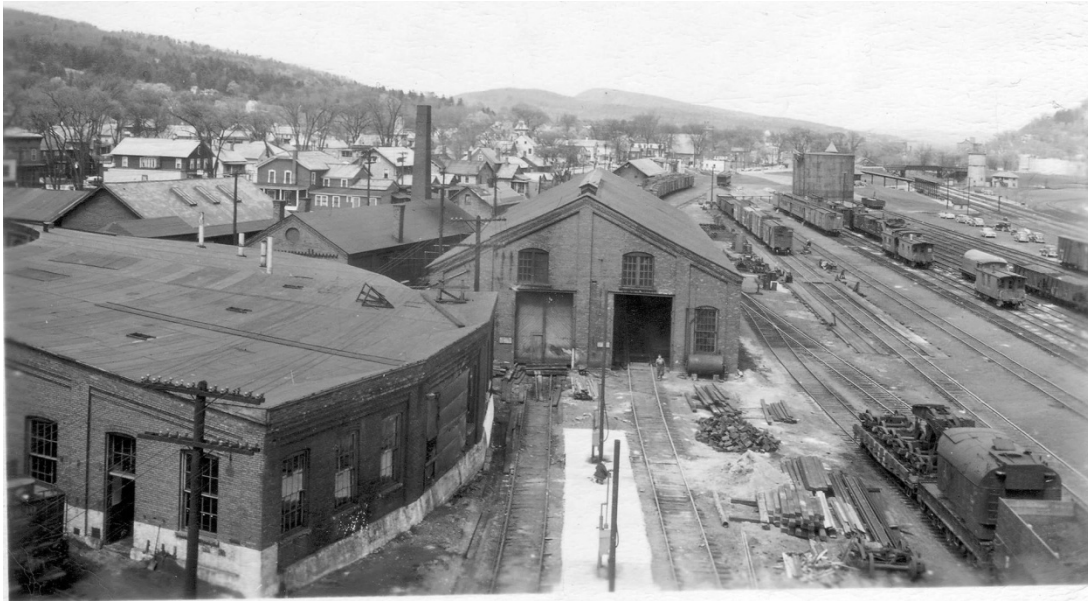
*Towpath Bridge and the East Fourth Street Bridge over the Lackawaxen River at Honesdale.*

44. **Addition for Volume XV:** The “old” Roundhouse at Oneonta. Posted by Rennie M. Elliott on the Delaware and Hudson Facebook page, December 29, 2018:





45. **Addition for Volume XII:** *D&H Railroad Yard at Whitehall, NY.* Photograph posted on the Delaware and Hudson Facebook page on December 30, 2018 by Brian A. Griffin (whose father was yardmaster there in the 1940s).



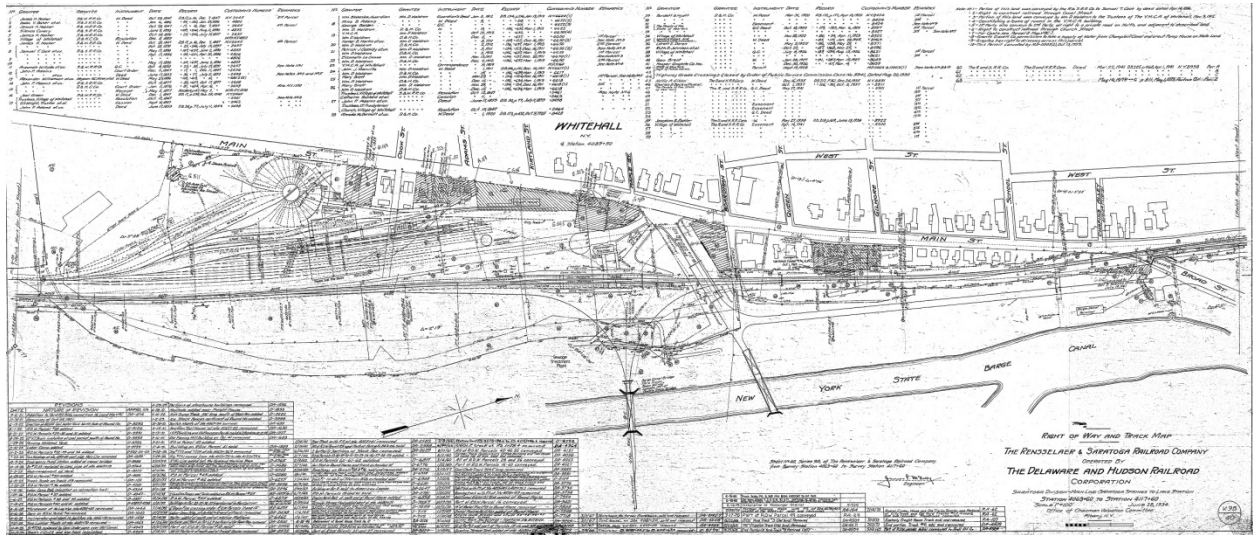
*D&H Railroad Yard at Whitehall, NY.*

In *Addendum I*, p. 38, there is a photograph of an unidentified D&H roundhouse that was posted on Facebook on May 1, 2018. That photograph is given below.



On December 31, 2018, we showed that roundhouse photo from Facebook, shown here at the left, and the photograph of the Whitehall Roundhouse, given above, to Mike Bischak, who observed: “Looks to me like the unidentified roundhouse is Whitehall, which had 25 engine stalls. I could be wrong, but I would say it is Whitehall.”

Valuation map of Whitehall yard from Mike Bischak, December 31, 2018:



46. **Addition for Volume XX:** More on the 1900 D&H Honesdale Branch bridge at Honesdale:

Ken Kreitner, December 28, 2018, speaking of the aerial photo shown below: “Aerial view from the south—available on eBay every so often from some guy in Australia—and dating from between 1935, when the Post Office was built, and 1942, when certain bridges (not shown in the detail) were washed out. I put in the numerals when I sent it to another friend during the original discussion, but I don’t think I sent it to you.”

Kenneth Kreitner is the author of *Discoursing Sweet Music Brass Bands and Community Life in Turn-of-the-Century Pennsylvania* (1989, University of Illinois Press, 205 pages).



Notes by Ken Kreitner on the aerial photo shown above:

“What I get:

1. Post Office.

2. Union Station.

3. D&H bridge. But notice the cars still on the track of the bridge, after abandonment of the D&H [Honesdale Branch of the D&H closed on September 9, 1931]—I guess the Erie still used it for storage or switching? I wish I could see how far up the line the tracks still existed at that point, but the resolution of the picture is not enough.

4. the “tunnel” into Stourbridge School, 1926

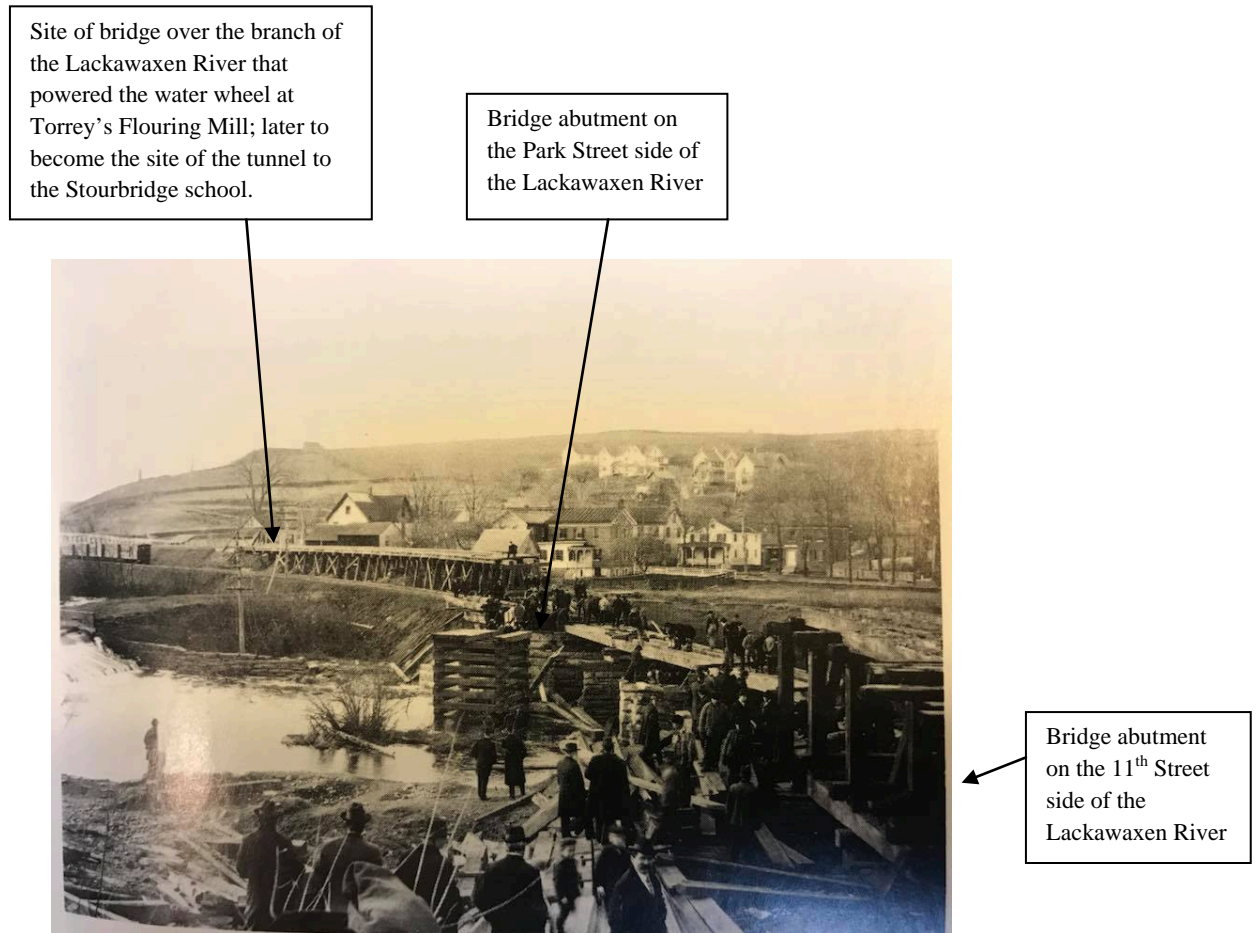
5. Stourbridge School itself.

6. Jason Torrey house, demolished for the first part of the hospital.”

Stacy Gardner, having studied aerial photos of Honesdale on-line, has determined that the D&H bridge in Honesdale (No. 3 in Kreitner’s photo) was still there in 1939, but gone in 1957.



Photo and comments by S. R. Powell on the photo given below (and in *Addendum I*, p. 413):



*Completion, in one day, January 21, 1900, of the D&H Trestle over the West Branch of the Lackawaxen River into Downtown Honesdale*

The abutments on both shores of the Lackawaxen River for this 1900 bridge still exist. Given below are photographs of both abutments that were taken by Ken Kreitner on December 30-31, 2018:



*Abutment on the South Shore (the Eleventh Street side) of the Lackawaxen River for the 1900 D&H Steam Line Bridge into Honesdale. Photo by Ken Kreitner, December 30, 2018.*



Two photographs by Ken Kreitner of the abutment on the Park Street side of the Lackawaxen River:



*Abutment on the North Shore (the Park Street side) of the Lackawaxen River for the 1900 D&H Steam Line Bridge into Honesdale. Photo by Ken Kreitner, December 31, 2018.*





*Abutment on the North Shore (the Park Street side) of the Lackawaxen River for the 1900 D&H Steam Line Bridge into Honesdale. Photo by Ken Kreitner, December 31, 2018.*

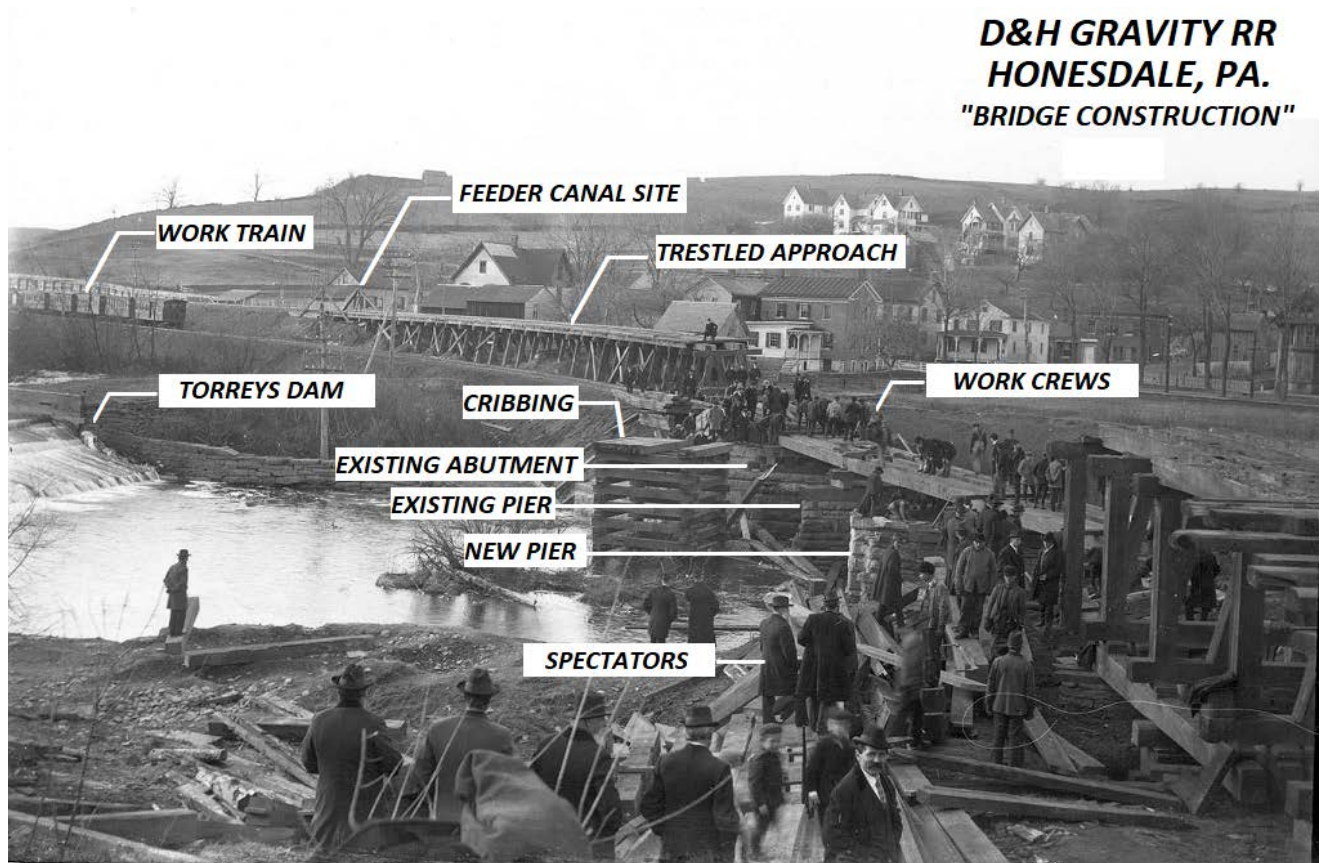
Shown below is the nineteenth-century Gravity Railroad bridge into Honesdale (loaded and light cars, 1829-1845; loaded cars from 1845 on). This is the photo of the bridge shown on page 344 in Volume IV in this series. This is the “lower bridge” over which, on this same site, the D&H erected a trestle, on January 21, 1900, for the Honesdale Branch into downtown Honesdale (see photo above on page 125; see also photo on page 413 in Volume XXV in this series):



Shown here is a colorized version of L. Hensel's photograph titled "Lackawaxen River and Upper Honesdale, Pa." This is the nineteenth-century Gravity Railroad bridge into Honesdale (loaded and light cars, 1829-1845; loaded cars from 1845 on). This photo was made available to us for use here by Stacy Gardner, Forest City, PA.



Photo: Bridge Construction, Honesdale: Identifications by Stacy Gardner, May 13-14, 2019. (See *Addendum I*, pp. 411-415)





47. **Addition for Volume XV:** *D&H No. 828 (2-8-0, Camelback) in Carbondale.* Photo offered for sale on E-Bay and January 1, 2019:



48. **Addition for Volume XVII:** “Hudson Coal Company -- Pay Statement, Coal Brook, March 16-31, 1951” for John C. Davies. This pay statement was donated on December 21, 2018 by Richard Doney (11 Railroad Drive, Honesdale) to the Wayne County Historical Society and turned over to the Carbondale Historical Society on December 27, 2018. From Richard Doney, the Wayne County Historical Society learned the following facts about Davies:

- He was Doney’s aunt’s (nee Jennie Bodie) second husband; she first married a man named Pierce, and as her third husband, Silsby
- He was a miner starting from the age of 8; he lived and died at 67 Williams Avenue, Carbondale
- He died of black lung “after a long agonizing period in a hospital bed in his house.”

In cleaning out 67 Williams Avenue, Doney found many of John C. Davies’ Hudson Coal Company pay statements for the period 1950-1952. Here is the one for the period March 16-31, 1951 at Coal Brook:



John C. Davies was a miner who worked at Coal Brook for the Hudson Coal Company. His Social Security number was 175-01-5508. In the period March 16-31, he worked 43 hours and earned \$144.87. After all deductions (Federal S. S. Tax, \$2.17; U. S. Tax, \$11.30; Wage Tax, \$1.45; Union \$7, Coal \$16.60; Savings Bonds, \$14.25; and Other, \$7.05) from his wages were made, he was paid \$85.05 on April 10, 1951, by F. H. Reynolds, paymaster. Remarkably, ten percent of his wages were deducted by the Hudson Coal Company and invested in Savings Bonds.

On January 8, 2019, Richard Doney donated to the Carbondale Historical Society all of the John C. Davies pay statements from the Hudson Coal Company for the period 1950-1952 that he found as he cleaned out 67 Williams Avenue. Among those statements is a piece of tablet paper, shown below, on which are written biographical details about John C. Davies and his wife Winifred.



The six lines at the top of this page were written by one person, and the bottom two lines were written by another person. The intent of the second scribe, it would appear, was to amplify the data given by the first scribe: John was not born in America. Rather, he was born at Marshwood and came here, very probably from Wales, in January 1924.

1158J

Winifred M. Davies  
 Born April 14, 1898  
 Died July 13, 1924

John C. Davies (Marshwood)  
 Born December 25, 1891  
 Died September 5, 1953  
~~Resided at~~ ~~Marshwood~~ ~~Wales~~ ~~Wales~~  
 John  
 Came to this country Jan, 1924.  
 Carbondale, Pa.

Someone, possibly the second scribe, made a very conscious effort to render illegible these two lines. One can not help but wonder what data were rendered un-readable and/or clarified by the person who wrote here with a blue ink pen.

Given below is a copy of the Certificate of Death for John C. Davies that is in the holdings of the Carbondale Historical Society:

WRITE PLAINLY WITH UNFADING INK—THIS IS A PERMANENT RECORD  
N. B.—Every item of information should be carefully supplied. AGE should be stated EXACTLY. PHYSICIANS should state CAUSE OF DEATH in plain terms, so that it may be properly classified. Exact Statement of OCCUPATION is very important.

HVS-20011—300M—5-49 COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF HEALTH  
BUREAU OF VITAL STATISTICS  
File No. \_\_\_\_\_  
Primary Dist. No. 2541-313 **CERTIFICATE OF DEATH** Registered No. 213

1. PLACE OF DEATH a. COUNTY <u>LACKA</u>		2. USUAL RESIDENCE (Where deceased lived. If institution: residence before admission). a. STATE <u>PENNA.</u> b. COUNTY <u>LACKA</u>	
b. CITY (If outside corporate limits, write RURAL or BOROUGH) <u>CARBONDALE</u>		c. CITY (If outside corporate limits, write RURAL and give township) OR BOROUGH <u>Edale</u>	
d. FULL NAME OF HOSPITAL OR INSTITUTION <u>67 Williams Ave</u>		d. STREET ADDRESS (If rural, give location) <u>67 Williams Ave</u>	
3. NAME OF DECEASED (Type or Print) a. (First) <u>John</u> b. (Middle) <u>C</u> c. (Last) <u>Davis</u>	4. DATE OF DEATH (Month) (Day) (Year) <u>9-5-53</u>		
5. SEX <u>M</u>	6. COLOR OR RACE <u>W</u>	7. MARRIED, NEVER MARRIED, WIDOWED, DIVORCED (Specify)	8. DATE OF BIRTH (Month) (Day) (Year) <u>12-5-1891</u>
9. AGE (In years last birthday) <u>61</u>	If under 1 year Months Days	If under 24 hrs. Hours Min.	
10a. USUAL OCCUPATION (Give kind of work done during most of working life, even if retired) <u>Coal Miner</u>	10b. KIND OF BUSINESS OR INDUSTRY <u>Coal</u>	11. BIRTHPLACE (Also give State or foreign country) <u>Scranton, Pa</u>	12. CITIZEN OF WHAT COUNTRY? <u>U.S.</u>
13. FATHER'S NAME <u>John Davis</u>		14. MOTHER'S MAIDEN NAME <u>Ann Morgan</u>	
15. WAS DECEASED EVER IN U. S. ARMED FORCES? (Yes, no, or unknown) (If yes, complete reverse side of certificate) <u>No</u>		16. SOCIAL SECURITY NO. <u>173-01-5508</u>	
17. INFORMANT'S OWN SIGNATURE <u>Jennie Davis, 67 Williams Ave, Edale</u>		ADDRESS	
18. CAUSE OF DEATH Enter only one cause per line for (a), (b), and (c) I. DISEASE OR CONDITION DIRECTLY LEADING TO DEATH* (a) <u>Carcinoma of Oesophagus</u> *This does not mean the mode of dying, such as heart failure, asthma, etc. It means the disease, injury, or complication which caused death. II. OTHER SIGNIFICANT CONDITIONS Conditions contributing to the death but not related to the disease or condition causing death.		INTERVAL BETWEEN ONSET AND DEATH <u>3 mos</u>	
19a. DATE OF OPERATION	19b. MAJOR FINDINGS OF OPERATION	20. AUTOPSY? YES <input type="checkbox"/> NO <input type="checkbox"/>	
21a. ACCIDENT (Specify) <u>SUICIDE</u>	21b. PLACE OF INJURY (e.g., in or about home, farm, factory, street, office bldg., etc.)	21c. (CITY, TOWN AND TOWNSHIP) (COUNTY) (STATE)	
21d. TIME (Month) (Day) (Year) (Hour) (Minute) <u>9/5/53</u>	21e. INJURY OCCURRED While at Work <input checked="" type="checkbox"/> Not While at Work <input type="checkbox"/>	21f. HOW DID INJURY OCCUR?	
22. I hereby certify that I attended the deceased from <u>9/5/53</u> to <u>9/5/53</u> , that I last saw the deceased alive on <u>9/5/53</u> , and that death occurred at <u>4 P.M.</u> m. E.S.T., from the causes and on the date stated above.			
23a. SIGNATURE <u>Thomas H. Coleman</u>	M.D. or other	23b. ADDRESS <u>Edale, Pa</u>	23c. DATE SIGNED <u>9/15/53</u>
24a. BURIAL CREMATION, REMOVAL (Specify) <u>BURIAL</u>	24b. DATE <u>9/8/53</u>	24c. NAME OF CEMETERY OR CREMATORY <u>Mount Uniondale Burial</u>	24d. LOCATION (Town, township and county) (State) <u>Pa</u>
DATE REC'D BY LOCAL REG. <u>9/7/53</u>		25. SIGNATURE OF FUNERAL DIRECTOR <u>Shirley H. Skelley, Edale</u>	

When this Certificate of Death was being filled out, Jennie Davies (who lived at the same address as John, 67 Williams Avenue) reported that John was born in Scranton, PA. Which is correct? The hand-written note or the Certificate of Death?

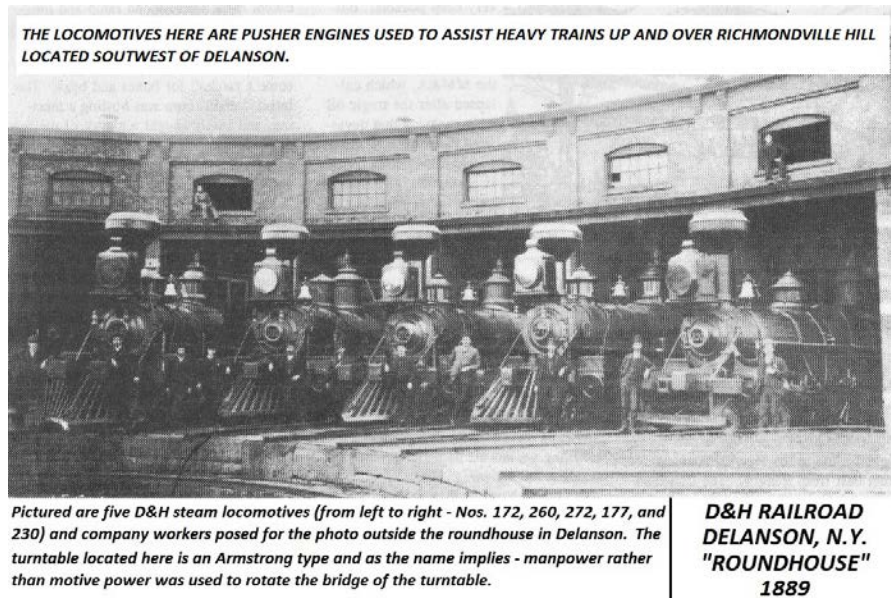
49. **Addition for Volume XII: Delanson Roundhouse in 1889:** On page 337 in *Addendum I...* (item No. 96), we reprinted a photograph of an unidentified roundhouse that was published in the September 2018 issue (p. 9) of the *Bridge Line Historical Society Bulletin*. On January 5, 2019, Mike Bischak ("Breezy") discovered that that same roundhouse photograph is given in *Shaughnessy* on p. 84, and identified there as being the Delanson roundhouse in 1889. Sincere thanks to Breezy for this clarification/identification.

On the day in 1889 when this photograph was taken, the engineers, whose engines are shown in the photograph, put on their fancy clothes and posed with their engines. Also shown in this photograph are two little boys who are seated in second floor windows of the roundhouse. In Delanson, or the Delanson area, today, there must live descendants of one or more of the engineers or the little boys shown in this photograph, and very probably one of those descendants



must have a copy of this photograph, on the reverse of which are given the names of the persons shown in the photograph.

From Stacy Gardner, June 10, 2019:



Pictured is the C&T RR locomotive No. 2 - narrow gauge 2-6-0 Baldwin on the bridge of an "Armstrong" type turntable. The turntable relies on the locomotive being balanced over the center bearing to reduce it's weight on the end of the table ring wheels - thus requiring less manpower to turn the locomotive.



**50. Addition for Volume XXIII:** D&H Canal boat name sign, *Olive and Melinda*:



This D&H Canal boat name sign belongs to Dick Teeter, Bethlehem, PA. It may well be the only D&H Canal name sign that exists. This photo was sent to the author by Dick Teeter (hudson49@ptd.net) on January 10, 2019. (Teeter was present at the author's presentation on the D&H Gravity Railroad on September 23, 2018 at the Hotel Belvedere in Hawley at the annual meeting of the Wallenpaupack Area Historical Society; he was also present at the concert in Bethlehem in the Trinity Episcopal Church by the Cor Dathlu Cwmtawe on November 1, 2018.)

On January 22, 2019, Dick Teeter reported that he had just spoken with Carol Dunn at the Wayne County Historical Society and learned that Wayne County Historical Society has no canal boat nameplates and does not know of the existence of any.

Dick Teeter also reported: "My wife had a great aunt, Jane "Jen" McAndrew, who was born prematurely on a canal boat in Rondout, NY. Her father was a Canal boatman and mother operated a small store in Hawley. She was shopping for inventory. The baby was fed with ginger beer and lived to 94."

**51. Addition for Volume XVI:** Smoking Cars and Smallpox: Among a group of newspaper articles about railroad accidents in northeastern Pennsylvania and southeastern New York that were mailed to Mike Bischak on January 12, 2019 by an Internet railfan group is an article titled "The Smoking Car Mystery" that was published in the *New York Times*, August 27, 1881.

The primary question asked by the author of that article is this: Why did so many non-smokers occupy seats in the smoking cars on railroads in the nineteenth century? The answer to that question, in part, the author of that article advances, is that many of the occupants of smoking cars in the nineteenth century were there because they had been diagnosed as being in the early stages of smallpox and were told by their doctors that they could treat and cure themselves of smallpox by smoke immersion in railroad smoking cars. Here is the complete text of that article:

### *THE SMOKING CAR MYSTERY.*


We are inclined to boast of the various conveniences offered to the traveling public by our railway companies. In addition to ordinary passenger cars, we have palace cars, sleeping cars, dining cars, and smoking cars, together with tables for the use of card-players, and a peripatetic library in charge of the news-boy. While the railway companies undoubtedly deserve credit for what they have done, they have nevertheless been strangely negligent in one respect. They have failed to provide a "car of refuge" for passengers who have especial reasons for secluding themselves from the rest of the passengers. Such a car is as necessary as a smoking car or a sleeping car, and would command the enthusiastic approval of a very large class of American travelers.

Any one who enters a smoking car at any station, except the one from which the train takes its original departure, will be struck by the small number of its occupants who are actually smoking. The smoking car is, of course, designed especially for the use of smokers. They are very properly forbidden to indulge in smoking in any other part of the train, but the smoking car is set apart for their benefit. Now, on a train of six or eight cars the smoking car will seldom hold all the men who desire to smoke. We would, therefore, expect that the occupants of the smoking car would be, without exception, persons who are either in the act of smoking or whose pipes or cigars have just gone out. Nevertheless, it is a well-established fact that of the sixty men who fill up every seat in the smoking car of an ordinary morning train only ten are actually smoking, while perhaps

ten more have just had their usual cigar. The remaining forty are men who either never smoke at all or who never smoke on board a railway train. Those forty non-smokers monopolize two-thirds of the seats in the smoking car, thereby keeping out forty smokers and provoking them to the use of inexcusable language. Why these curious persons thrust themselves into smoking cars where they do not intend to smoke has hitherto been a mystery, but a careful scientific person has lately investigated the matter and has found a full explanation of it.

The investigator, who in the pursuit of his inquiry traveled for two years on the trains of half a dozen railways bringing passengers to New-York, asserts that of the forty non-smokers found in every smoking car twelve are men who have reason to believe that their creditors are on board the train, and who have fled to the smoking car to avoid them. Ten other non-smokers have just quarreled with their wives, whom they have left in another car, and who cannot follow them with angry tongue and umbrella to the smoking car. Of the remaining eighteen non-smokers six are men who cannot smoke without becoming deathly sick, but who wish to make their lady friends believe that they are confirmed smokers, and who therefore always make a point of riding in the smoking car, and twelve are suffering from small-pox in its first and most contagious stage.

Small pox, in its first and most contagious stage, and railroad smoking cars



Of late years it is understood that physicians have discovered that an atmosphere impregnated with tobacco smoke is almost certain to cure small-pox in the stage of the disease just prior to the eruption. Hence, the first thing which the physician prescribes who is called in to attend to a case of incipient small-pox is a ride in a smoking car. The patient is instructed not to smoke, but to seat himself next to a smoker, and to inhale as much smoke as possible. In nearly every case this remedy cures the disease, provided it is persisted in for two or three weeks. Meanwhile, all who come in contact with the patient, or who occupy the smoking car in which he is seated, are in danger of contract-



ing small-pox. Of course, if they continue to ride daily in smoking cars they will themselves experience so little inconvenience that they will hardly suspect that they are ill. They cannot help, however, carrying the germs of the disease about with them, and in thousands of cases their innocent families are made the victims of small-pox. It is the opinion of the scientific investigator that in every smoking car that is filled with passengers there are at least twelve men who are suffering from and disseminating small-pox, and these men are the more dangerous because they outwardly exhibit no sign of the disease, and cannot be distinguished from the other non-smokers who are merely afraid of their creditors and wives.

In view of these facts, it is evident that a car of refuge is needed on every train. It should be divided into compartments, one for the men who wish to escape from other passengers and one for those afflicted with small-pox, the latter compartment being artificially filled with tobacco smoke. There will then be room in the smoking car for the passengers for whom smoking cars are meant, and smokers will no longer be crowded out of their seats and exposed to the danger of small-pox. On those railways where no cars of refuge are provided smokers must either induce the company to forbid any man to sit in a smoking car unless he is smoking or else they must protect themselves. Violence is ordinarily to be deprecated, but self-preservation is the first law of nature, and men cannot be expected to calmly permit themselves to be exposed to small-pox.

52. **Addition for Volume X:** *D&H steam, 1951-1952.* Film clips (<https://youtu.be/acYg8zWVmfU>), from Walter Kierzkowski <waltk6@optonline.net>, nephew of Helen Tomaine of Jermyn, PA, January 14, 2019.

When I thanked Walt for the film reference, he sent back the following note: “My aunt [Helen Tomaine] should have some great footage of the D&H Yard off the viadock [Dundaff Street Viaduct] back from the late 40's early 50's. Taken by my uncle Carl J. Tomaine. I saw as a kid but never got a copy of the 8 MM footage. shows a lot of action in and going out of the yard towards Scranton. Challengers etc.. Walt K.”

53. **Addition for Volume IV:** Part 4 of S. R. Powell’s 5-part series on the D&H Gravity Railroad (see Volume 25, pp. 355-359) was published in the February 2019 issue (Volume 29, Number 2) of the *BLHS Bulletin* on pages 16-17, 20-21). Jim Bachorz, editor, added two notes at the conclusion of the article, one in the final paragraph of the article, and one as an “editor’s note” following the article:

[See **Swap Shop**.]: A very nice internal note from the editor about a sales ad from Powell in the same issue of the *BLHS Bulletin* on p. 30.

A large quantity of photographs, maps, and supporting documentation about the 1868 configuration of the Gravity Railroad are presented in Volume IV of the author’s 24-volume series on the D&H. [See **Swap Shop**.]

Photos are on pages 17 and 21.

Comment by Jim Bachorz on a statement in the main body of the article about visitors to Farview Park.

*15,000 people a day visiting Farview Park is an amazing statistic, especially when you consider that the area had a much lower population base than today, and even more so when you understand that everyone had to get there by train. And to have visitors from Boston and New York City, which would be a stretch by today’s standards, is even more incredible. I would doubt that much of Farview Park still existing, given its rather inaccessible location. ... JB*

Also in the February 2019 issue of the *BLHS Bulletin*, in *The Mail Car* column on page 7, is a *Letter to the Editor* from Wally Day, titled “The Complexity of it all”, about Part 3 of Powell’s articles on the Gravity Railroad that was published in the January 2019 issue of the *BLHS Bulletin*. Here is that letter:

Thank you, Wally Day.

**The complexity of it all**  
*from Wally Day*

I really enjoyed a couple of articles in the January issue. One was Dr. Powell’s installment about the Gravity RR. While I have known of “The Gravity” for many a year, I must say I guess I never really gave much thought as to how innovative and complex an operation it really was, up until now at least.

And I was fascinated by Chris MacDermot’s story about the ALCO demos. Guess I’ll have to invest in his book.

**54. Addition for Volume XI:** Photo by Hugh Strobel of two Penn Central pushers at Ararat Summit, having cut off from a D&H train headed for Lanesboro (the end of that train can be seen in the distance). (*BLHS Bulletin*, February 2019, p. 45).

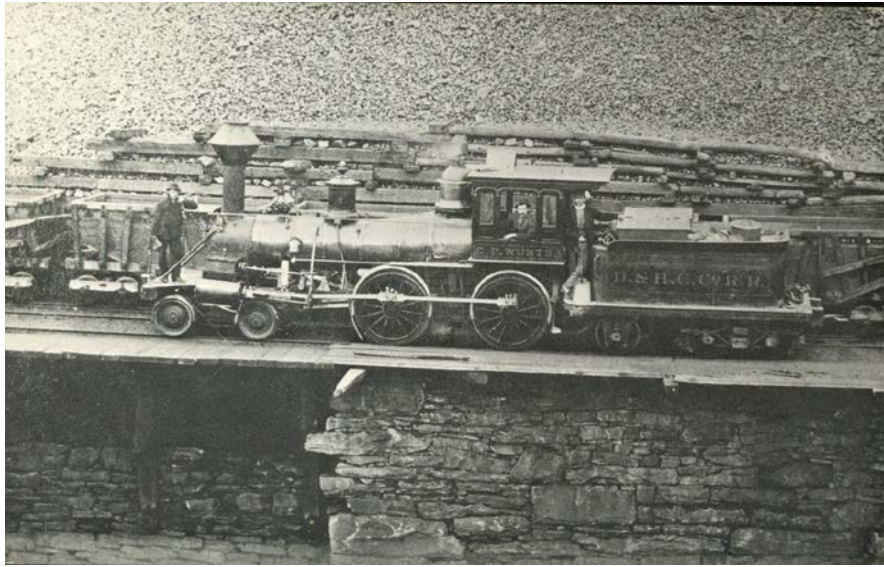
That Penn Central diesels were used as pushers on D&H trains on the Jefferson Branch is a fact that is not recorded in any publication on the history of the Jefferson Branch or the history of the D&H. This photograph by Hugh Strobel is, therefore, a very important document in the history of the D&H.



More on the PC pushers from Jim Bachorz on January 29, 2019: “I suspect that the PC pushers might have been there for a batch of detour trains; perhaps there had been a big derailment on PC.”



55. **Addition for Volume XV:** very nice photograph of the *C. P. Wurts* that was offered for sale on E-Bay, February 3, 2019:



56. **Addition for Volume XII:** very nice photograph of the Lake George Steamer *Horicon*, Dock, and D&H Railroad cars, 1904. This photograph was offered for sale on E-Bay February 3, 2019:



**57. Addition for Volume XXIII:** Boats and Barges on the D&H Canal: The freight and passenger vehicles used by the D&H Canal Company between Honesdale and Rondout were all boats (they were towed by horses or mules). They were not barges. Barges, which are generally much larger than boats, are pulled by another boat (and not by an animal).

Most of the coal was loaded into barges (significantly larger than canal boats) at Rondout and was moved down the Hudson by steam-powered boats. Coal boats were sometimes bound together to form rafts, which were also taken down the Hudson River to New York by steam-powered boats.

**58. Addition for Volume XI:** Shawn Connolly (Chicopee, MA) bought a copy of Powell's D&H Volume XI: *The Jefferson Branch of the Erie Railroad* on 02-02-19. 58. When we sent a note to thank him for his order he replied: "Thank you Mr. Powell. My family is from Starrucca and as such I became familiar with the very end of the line so to speak. I am very eager to find any info, pictures, dimensions and the like about the Starrucca trestle and the Thompson horse shoe. I do recall hearing a train or 2 in the night in the late 70s, but am unsure if there were actually still trains running. As curious kids, we would walk from the farm house down to Bucks Falls and the trestle. I have a couple of pictures of it in mid 1984, with the ends off and fill gone. We climbed up on it that summer in a thunderstorm. Hair stood on end and we fled quick. Silly things we do huh. Well, if you could help that would be great. I could also scan the pictures I have. Thanks Shawn:" I replied, saying that we would very much like to have scans of any photos he might have.

**59. Addition for Volume XXIV:** S. Robert Powell and John V. Buberniak doing Gravity Railroad presentation in 2011 at Dorflinger Suydam Sanctuary in White Mills, PA. Photos by Hank Loftus, Jr.











**60. Addition for Volume I:** Stone Sleepers on the D&H: On Saturday, February 9, 2019, Pierre Lacombe [pjlacombe25@gmail.com](mailto:pjlacombe25@gmail.com) asked the DHTHC the following question: “In short my question is.... Did the D&H RR of 1829 use stone sleepers as a sub structure to support the wood rails? If so, do you have any information on or photograph of the stone sleepers. Stone sleepers could be either a (A) 20 x 20 x 10 inch block of stone or it could be about (B) 5 ft x 10 in x 10 in block of stone.” On Monday, February 11, S. Robert Powell replied to Mr. Lacombe as follows: “The D&H did not use stone sleepers as a sub-structure to support the wood rails. The D&H used 6 x 9-inch hemlock cross ties, laid every ten feet. The cross-ties were embedded in sand ballast. Six by ten wooden rails were affixed to the cross ties. Iron strap rails, 2 ¼ inches wide and half-inch thick were set in slots cut into the rails and screwed to the rails. The gauge was 4 feet, 3 inches.”

**61. Addition for Volume XII:** D&H Passenger Timetable, June 12, 1882; offered for sale on E-Bay on February 12, 2019.



Delaware & Hudson C. Co. Railroad.  
PENNSYLVANIA DIVISION.

SUMMER ARRANGEMENT  
OF  
Passenger Trains.  
JUNE 12, 1882.

GRAVITY RAILROAD.  
BETWEEN  
CARBONDALE AND HONESDALE.

Leave Honesdale.....	A. M.	P. M.
Carbondale.....	6.40	3.00
Green Ridge.....	8.20	5.00
Arrive Scranton.....	9.00	5.47
Wilkes-Barre.....	9.10	5.55
	10.00	7.03
Leave Wilkes-Barre.....	A. M.	P. M.
Scranton.....	1.15	
Green Ridge.....	6.00	2.00
Carbondale.....	6.06	2.08
Arrive Honesdale.....	8.00	3.50
	9.39	5.05

L. EGERTON, L. Pass. Agt.  
E. MANVILLE, Supt.

See  
note  
below

TRAINS MOVING SOUTH.

STATIONS.	2.	12.	14.	4.	18.
	A. M.			A. M.	
Saratoga..... Leave	7.00				
Schenectady.....	8.25				
Albany.....	11.33				
Cooperstown.....	12.00				
Oneonta.....					
Nineveh.....	1.27			9.35	
Centre Village.....	1.34			9.32	
East Windsor.....	1.45			10.16	
Windsor.....	1.51			10.35	
Tuscarora.....	*1.54			10.40	
Lanesboro.....	2.05			11.18	
Jeff. Junction.....	2.12			11.28	
Brandt's Station.....	2.15			11.33	
Stevens' Point.....	*2.18				
Melrose.....	*2.22			11.50	
Starrucca.....	2.34			12.10	
Thompson.....	2.47			12.30	
Ararat Summit.....	3.02			1.00	
Herrick Centre.....	3.16			1.31	
Uniondale.....	3.21			1.40	
Forest City.....	3.32			2.10	
Carbondale, Ar.....	3.42			2.40	
				16.	18.
	A. M.	P. M.	P. M.	A. M.	P. M.
Carbondale, L.....	3.45	8.20	12.30	5.00	6.40
Jermyn.....	3.55	8.30	12.44	5.14	7.00
Archbald.....	4.00	8.35	12.51	5.20	7.10
Winton.....		8.38	12.55	5.24	*7.16
Peckville.....	4.07	8.42	12.58	5.28	7.23
Dickson.....	4.10	8.47	1.04	5.33	7.30
Olyphant.....				5.32	1.10
Providence.....	30.			5.36	1.14
Green Ridge.....		4.20	9.00	1.17	5.47
Scranton.....	5.50	4.24	9.05	1.20	5.51
D., L. & W. Depot.....	5.55	4.28	9.10	1.24	5.55
Wilkes-Barre.....	5.20	10.00	3.00	7.05	8.40
New York, D. L. & W.....		3.30	8.00		
Philadelphia.....		3.58	9.45		
Philadelphia, L. & S.....		5.42	9.07		2.16
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.

\*Trains do not stop. sStop on signal.

TRAINS MOVING NORTH.

STATIONS.	1.	11.	13.	15.	17.
	A. M.	A. M.	A. M.	P. M.	A. M.
Philadelphia, L. & S. Leave			7.40		
Philadelphia, D. L. & W.....			7.45	12.01	
New York.....			8.30	1.00	
Wilkes-Barre.....		8.00	1.10	6.15	
	29.				
D. L. & W. Depot.....	4.35	6.00	10.00	2.00	7.05
Scranton.....	4.40	6.02	10.04	2.04	7.10
Green Ridge.....	4.45	6.06	10.08	2.08	7.15
Providence.....		6.08	10.11	2.11	7.18
Dickson.....		*6.10	10.15	2.16	*7.21
Olyphant.....		6.14	10.21	2.21	7.28
Peckville.....		6.18	10.27	2.26	7.34
Winton.....		*6.21	10.32	2.30	*7.39
Archbald.....		6.24	10.35	2.34	7.45
Jermyn.....		6.28	10.44	2.41	7.50
Carbondale, Ar.....		6.40	10.58	2.55	8.05
				3.	
Carbondale, L.....		6.42		3.00	
Forest City.....		6.55		3.32	
Uniondale.....		7.12		4.08	
Herrick Centre.....		7.18		4.17	
Ararat Summit.....		7.33		4.32	
Thompson.....		7.48		5.20	
Starrucca.....		7.58		5.33	
Melrose.....		*8.06		5.44	
Stevens' Point.....				5.50	
Brandt's Station.....		8.16		5.55	
Jeff. Junction.....		8.20		6.00	
Lanesboro.....		8.23		6.07	
Tuscarora.....		*8.37		6.41	
Windsor.....		8.42		6.46	
East Windsor.....		8.49		7.02	
Centre Village.....		8.58		7.26	
Nineveh.....		9.05		7.40	
Oneonta.....		10.35			
Cooperstown.....		11.05			
Albany.....		2.10			
Schenectady.....		1.40			
Saratoga.....		2.30			
Arrive	P. M.	A. M.	P. M.	P. M.	A. M.

Commutation Tickets between Carbondale and Scranton for sale at the General Office.

CONNECTIONS.

AT NINEVEH,  
With the Albany & Susquehanna Rail-  
Troy, Boston, Schenectady, Saratoga,  
Plattsburg, and Montreal.

AT JEFFERSON J. NC.,  
With Train on Erie Railway for Susquehanna, Bing-  
hamton, Elmira and the West.

AT CARBONDALE,  
With Jefferson Branch Train of the Erie Railway for  
Susquehanna and the West, and Gravity Railroad for  
Waymart and Honesdale.

AT GREEN RIDGE,  
With the L. & S. Division of the Central RR. of  
New Jersey, for Wilkes-Barre, Mauch Chunk, Allen-  
town, Reading, Bethlehem and Philadelphia.

AT SCRANTON,  
With the Del., Lack. & Western Railroad for Dela-  
ware Water Gap, New York, Trenton and Philadel-  
phia, and going West, Binghamton, Elmira, &c.;  
with Bloomsburg Division, for Kingston, Wilkes-  
Barre, Plymouth, Danville, Northumberland, Wil-  
liamsport, Harrisburg, &c.



Lebbeus Egerton served as the Local Freight and Passenger Agent in Carbondale for the D&H for more than a quarter century. In January 1885, he resigned his position, owing to advancing years and poor health. The following notice about his resignation was published in the *Carbondale Advance* of January 24, 1885:

**“Resignation of Mr. L. Egerton.** / Mr. L. Egerton, for more than a quarter of a century the Local Passenger and Freight Agent of the Delaware and Hudson Canal Company in this city, has resigned his position, owing to advancing years and poor health. The resignation took effect January 1<sup>st</sup>. Mr. Egerton has been a most faithful and efficient official, and every one will regret that his health will not permit of his further active service in the responsible position which he has so long filled with honor to the Company and credit to himself. He is succeeded by Mr. E. A. Wheeler, who has for several years past been his first assistant in the office, and who is a young man of irreproachable character, sterling worth and fine abilities. The Company has made a wise choice in the selection of Mr. Wheeler to fill the important position, as his long experience in the office eminently fits him for the place.” (*Carbondale Advance*, January 24, 1885, p. 3)

62. **Addition for Volume XII:** A “colorized” post card view of the D&H Oneonta Roundhouse; which was offered for sale on E-Bay on February 12, 2019:



63. **Addition for Volume XII:** Black and white post card view of the D&H tracks at Oneonta Yard; offered for sale on E-Bay on February 12, 2019:



64. **Addition for Volume XII:** Two D&H letters from 1898 from W. S. Rodie, Sales Agent, Eastern Rail Agency, New York City. These letters were donated to the Carbondale Historical Society by Larry Rine, West Lebanon New Hampshire on February 12, 2019.

In the letter dated April 18, 1898, W. S. Rodie, the Sales Agent for the D&H's Eastern Rail Agency is advising a customer, in effect, 'to order now the coal ["Celebrated Lackawanna Coal"] that you will need, as the prices will probably go up on May 1.' W. S. Rodie, in addition, to strengthen his aggressive sales pitch, makes it known to that potential customer that the D&H is "in position to rush emergency orders."

In the letter dated April 19, 1898, W. S. Rodie tells D. L. Whiting in Hillsboro, NY, that the D&H will lower its price for coal by "a reasonable amount" if Whiting will purchase the coal that he needs from the D&H (which will be shipped to Whiting "by way of Newburg and the New England R. R.") and not from the vendor who has previously sold coal to Whiting at a lower price than the D&H price and shipped it to him (Whiting) by a route other than the one that is used by the D&H.

In both letters, Rodie's sales position is very affirmative--but polite--and, it seems very likely, that his aggressive marketing stance resulted in additional sales of coal for the D&H. Here are those two letters:

T. F. TORREY,  
GEN'L SALES AGENT.

ROBERT K. MACKEY,  
ASS'T GEN'L SALES AGENT.

## DELAWARE AND HUDSON CANAL COMPANY'S

### EASTERN RAIL AGENCY.

*"The  
D.H."*

CELEBRATED  
LACKAWANNA  
COAL.

W. S. RODIE, SALES AGENT.

11 BROADWAY,

ERIE RAILROAD.  
NEW ENGLAND RAILROAD,  
PHILA., READING & N. E. R. R.  
AND  
THEIR CONNECTIONS.

TELEPHONE 2143 BROAD.

NEW YORK, April 18th 1898

Dear Sir:-

The enclosed circular quotes the opening prices for the season. There has been a delay of about thirty days in making the rates, and the time for taking advantage of these prices will be brief.

I strongly advise immediate purchases. If you will send us your order at once, we will enter it at the rates quoted herein.

I would not be surprised if there were an advance on May 1st. On account of light mining, deliveries at this time are slow, especially on Pea and Buckwheat.

Prices for these sizes will be given on application.

We are in position to rush emergency orders.

Very truly yours,

*W. S. Rodie*  
Sales Agent.

1 enclosure.



T. F. TORREY,  
GEN'L SALES AGENT.

ROBERT K. MACKEY,  
ASS'T GEN'L SALES AGENT.

## DELAWARE AND HUDSON CANAL COMPANY'S

### EASTERN RAIL AGENCY.



CELEBRATED  
LACKAWANNA  
COAL.

W. S. RODIE, SALES AGENT.

11 BROADWAY,

ERIE RAILROAD.  
NEW ENGLAND RAILROAD,  
PHILA., READING & N. E. R. R.  
AND  
THEIR CONNECTIONS.

TELEPHONE 2143 BROAD.

NEW YORK, Apl. 19/98. 189

Mr. D. L. Whiting,

Hillsboro, N.H.

Dear Sir:-

We note that in the past you have been able to buy coal at less rates than the prices we named by way of Newburgh and the New England R.R.

We are ready to absorb such differences to a reasonable amount, and, if you will kindly advise what you can do, I will be glad to receive the information, and will accept your order to conform to the prices by other routes.

Yours very truly,

*W. S. Rodie*  
Sales Agent.

D&H logo, as presented in the upper left corner of the two letters shown above:



65. **Addition for Volume II:** The Honesdale and Clarksville Turnpike and the D&H: article by S. R. Powell as published in the April 2018 issue, pp. 8-10 (“Industrial Archaeology 101: What Are We Looking At?”), of the *Bridge Line Historical Society Bulletin*:

*Industrial Archaeology 101: What Are We Looking At?*

By S. Robert Powell

If, today, you were to stand at the edge of the engine house site at the head of Plane No. 14 on the D&H Gravity Railroad and look down at the Lackawaxen River, you would see a structure at the edge of the Lackawaxen, shown in Photo 1, which is clearly man-made. From a distance, it appears to be a bridge abutment. Upon closer examination, that hypothesis proves to be correct. There is no sign of an abutment, however, on the opposite shore of the river. Why was this bridge built? Who built it?

On the flat land, below Plane No. 14, at the edge of the Lackawaxen River, from the same vantage point by the head of Plane No. 14, you would also see, about 30 feet downstream from “the abutment” in Photo 1, the stone work that is shown in Photo 2. This stone work is laid out in a gentle curve from the right rear to the left front of the photo, and is between three and four feet high (which is about the height of the top of the abutment). Behind the photographer is an expanse of more or less flat land about 50 yards wide and 200 yards long. Why was this stone work constructed?

Following their visit to this site on September 3, 2018, S. Robert Powell and Larry Rine, were both very focused on determining what “this abutment and stone work” at the edge of the Lackawaxen River below Plane No. 14 were all about. They began their investigation by photographing the site. They then drove to the opposite side (North) of the Lackawaxen River in the area across the river from the site shown in these photos and accessed, to the West of this area, the “Old State Road”, which was formerly named the “Honesdale and Clarksville Turnpike”.

The “Old State Road” on the North shore of the Lackawaxen, across from Plane No. 14, descends the hill in a gradual curve towards the shore opposite the bridge abutment, mentioned above, on the opposite (South) shore of the Lackawaxen. The Old State Road, at that point, the forward trajectory of the road and the topography of the site both indicate, then crossed the Lackawaxen River on a bridge there, the only extant remnants of which are on South shore of the Lackawaxen River at this point. (The present roadway of the “Old State Road” now curves up and away from the river, all the while remaining on the North shore of the river as it makes its way into Honesdale.)

Having crossed the Lackawaxen River at that point the road then continued on its way to Honesdale, all the while remaining on the South shore of the Lackawaxen. The stone work in the foreground of Photo 2 might well have been part of a supporting roadway that carried the “Old State Road” / Honesdale and Clarksville Turnpike to the East, onto the broad open area behind the photographer (or from that broad open area up and over the bridge to the West).

Historical note on the Honesdale and Clarksville Turnpike and the Lackawaxen River: One of Waymart's first settlers was Thomas Clark who had a tavern and store in Clarksville. He was also a commissioner for the Honesdale and Clarksville turnpike, which was organized April 2, 1830, and which ran from Honesdale to the Milford and Owego Turnpike in Canaan Township at the crest of the Moosic Mountain, just below the Farview station on the D&H steam line, and very near the headwaters of the Van Tuyl creek, which flows down the mountain to Waymart. The creek that flows east from the outlet at Keen's Pond is called the Van Auken Creek. At Prompton, the Van Auken Creek flows into the west branch of the Lackawaxen River (which flows out of the Prompton Dam), which flows into Honesdale.

The Honesdale and Clarksville Turnpike was organized on April 2, 1830, and construction was probably begun and completed in 1830, with construction probably beginning in Honesdale, with the turnpike heading West on the south side of the Lackawaxen River. In the Plane 14 area, the turnpike then crossed the Lackawaxen on the bridge, the ruins of which on the South shore of Lackawaxen are still extant and are shown in Photos 1 and 2. Having thus crossed the Lackawaxen River, the Honesdale and Clarksville Turnpike remained on the north side of the Lackawaxen and the Van Auken all the way to Keen's Pond.



Now let's take a look at the Gravity Railroad in this area. All sections of the former Six-Mile Level (later a portion of Level 12, later the steam line) between Keen's Pond and Prompton were on the South side of the Van Auken Creek. In the period 1829-1845, on the Six-Mile Level, the cars moved from Waymart to Prompton by gravity and were pulled back to Waymart by horses.

In the period 1829-1845, when the rail cars on the Six-Mile Level reached Prompton from Waymart, they were let down Plane No. 8, and entered the Four-Mile Level, which crossed the Lackawaxen River at Prompton, and continued on to Honesdale on the North side of the Lackawaxen River. A short distance from Honesdale, the cars were moved over a bridge over the Lackawaxen River and were then moved into downtown Honesdale. In the period 1829-1845, the cars on the Four-Mile Level were moved both ways (to Honesdale and back to Prompton) by horses.

In 1845, under the direction of James Archbald, major changes were made in the Gravity roadbed between Keen's Pond and Honesdale, although the 6-mile level remained unchanged. At Prompton, however, the Six-Mile Level was now connected to a new 4-mile section of track on the South shore of the Lackawaxen between Prompton and Honesdale. The Gravity trackage between Waymart and Honesdale, now entirely on the South shore of the Lackawaxen, was now known as the Ten-Mile Level, which was graded so that the loaded coal cars moved the entire ten miles from Waymart to Honesdale by gravity: no horses needed (the empties were moved back to Waymart by means of Planes and Levels 13, 14, 15, 16, and 17).

The Honesdale and Clarksville Turnpike, which up to 1845 ran all the way to Honesdale on the South shore of the Lackawaxen from the point where it crossed the Lackawaxen from the North shore to the South shore on the bridge across the Lackawaxen at Plane No. 14 (abutment and roadbed supports on South shore still there). Beginning in 1845, the Honesdale and Clarksville Turnpike no longer crossed the Lackawaxen on the bridge below the head of Plane No. 14. Rather, it remained on the North shore of the Lackawaxen from the Plane 14 area all the way to Honesdale.

How was this switching of turnpike roadbed for railroad roadbed and railroad roadbed for turnpike roadbed made possible? Here's what very probably took place. The D&H, which was a very powerful and influential company in 1845, most probably made an offer to the Honesdale and Clarksville turnpike group that they couldn't refuse (the details on this land "transfer" are not yet known for certain), and the roadbed swap was carried out.

Fortuitously, it was a very easy proposal for the Honesdale and Clarksville group to accept, for the very remarkable reason that by trading roadbeds both the D&H and the Turnpike group benefitted equally, because they each now had a roadbed between Keen's Pond and Honesdale entirely on one side of the Lackawaxen River, with no need for a bridge over the Lackawaxen River: the D&H on the South shore of the Lackawaxen River and the Honesdale and Clarksville Turnpike on the North shore of the Lackawaxen River.

Re-capitulation: For the period 1829-1845, the D&H had 4 miles of trackage on the north side of the Lackawaxen River between Prompton and Honesdale. For the period c. 1830-1845, the Honesdale and Clarksville Turnpike had 4 miles of roadbed on the south side of the Lackawaxen River between Honesdale and the Plane No. 14 area just east of Prompton. In 1845, the D&H and the Honesdale and Clarksville Turnpike traded/exchanged roadbeds between Prompton and Honesdale, which gave them both 10 miles of roadbed with no bridges over the Lackawaxen River.

The ruins on the flat land below Plane No. 14, therefore, are the bridge and roadbed remnants of the Honesdale and Clarksville Turnpike from circa 1830 up to no later than 1845, when the Honesdale and Clarksville Turnpike was re-structured between the Plane No. 14 area and Honesdale so that its complete route from Keen's Pond to Honesdale would be on the North side of the Lackawaxen River. With no further need for a bridge over the Lackawaxen River in the Plane No. 14 area, the bridge and its abutment on the North shore of the Lackawaxen, as well as most of the roadbed amenities on both shores of the river were then either removed by the turnpike company or, with the passage of time, were erased by the Lackawaxen River itself.

\* \* \* \* \*

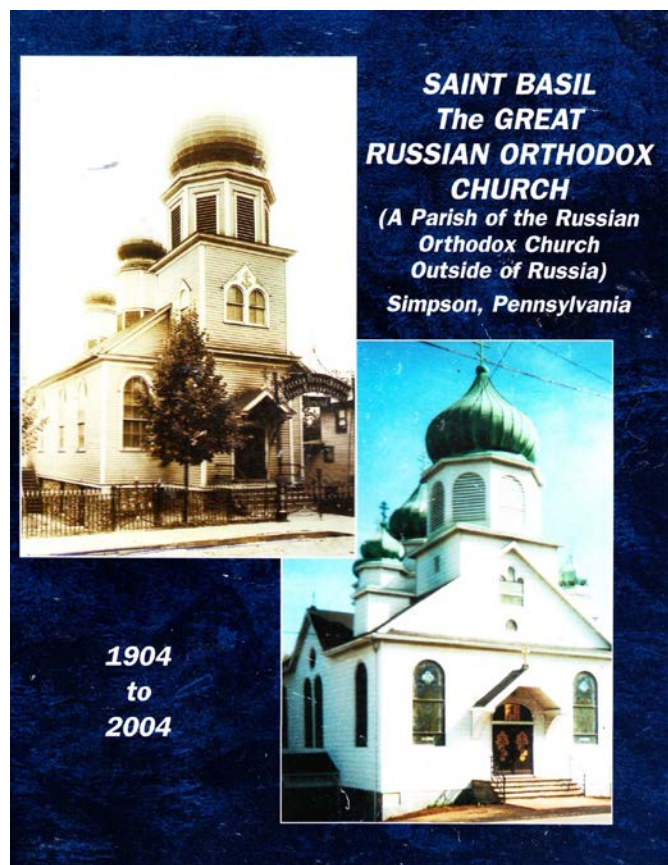


Photo 1: Bridge abutment below Plane No. 14 at shoreline of Lackawaxen River (photo by S. R. Powell on September 4, 2018). We see here the abutment on the South shore of the Lackawaxen River for the Honesdale and Clarksville turnpike bridge that was erected there over the Lackawaxen River, probably in 1830, and used until no later than 1845, when the second configuration of the Gravity Railroad was installed.





66. **Addition for Volume XXIII:** Two Russian Orthodox churches in the Upper Lackawanna Valley: (1) Saint Basil the Great Russian Orthodox Church of Simpson, PA (established by people who came to America around the turn of the twentieth century from Austria-Hungary--which later became the countries of Austria, Hungary, Poland, Czechoslovakia, Romania, and Yugoslavia) and (2) Saint John the Baptist Russian Orthodox Church, Mayfield, PA (established by Russian people who came to Mayfield about 1878 from the western part of Galicia, known as Lemkovstchina). Given on the following pages are commemorative materials about both of those churches that were donated, anonymously, to the Carbondale Historical Society on February 14, 2019. See Section 2208 in Volume XXI of the present author's 24-volume series on the D&H for more on the Slavic immigrants to the anthracite coal fields of northeastern Pennsylvania.



## *History*

### ST. BASIL'S RUSSIAN ORTHODOX CHURCH

It was around the turn of the century, when more and more people started to immigrate into this country from eastern parts of Europe known as Austria-Hungary. Many of them settled in Simpson and the surrounding areas because of the mountainous terrain that was similar to the areas from which they came. As this group of immigrants increased in number, and because of their strong spiritual faith, they decided that a place to worship God must be found.

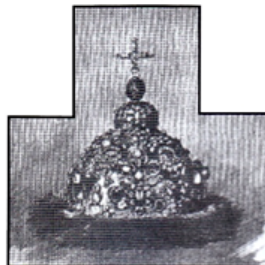
In 1904, a group was selected to start the building of the Russian Orthodox Church. The following were selected as the building committee: John Babich, Matthew Garbera, Alexis Hitchko, Victor Koropchak, Kondrat Merena, Peter Schachta, and Yimothy Sucheniak. In August of that year, a location was chosen on Midland Street at a site known as the "Old Ballfield". On August 5, 1904, the land was purchased from Matthew Garbera, and the church pioneers completed the excavation and constructed a stone foundation within a six-week period. The cornerstone was placed, and on September 18, 1904, it was blessed by the Rev. Arseny Chahovtsoff (The Late Archbishop Arseny). The church was dedicated on January 27, 1905, the Russian Orthodox "New Year Day" according to the Julian Calendar which is also the Feast of St. Basil the Patron Saint of the church.

On January 19, 1937 the church was damaged extensively by fire. Two months later, the structural plans and specifications for the building were completed and construction was started by the Holt Lumber Company. The new church was dedicated on Labor Day of that year. In 1952, the church decided to build a youth center which became known as St. Basil's Parish Hall and the building's grand opening was celebrated on April 19, 1953.

In 1982, the hierarchy of the Orthodox Church of America (OCA) decided to change the church calendar. A majority of St. Basil's parishioners were opposed to the change and voted to secede from the OCA and join the Russian Orthodox Church Outside of Russian (ROCOR). A lawsuit was initiated and the OCA was awarded control of St. Basil's Church and all its properties. Nevertheless, the majority of parishioners remained united and held services in the Simpson VFW and renovated Petak's Garage to serve as an interim church until 1987, when they regained control of the church and its properties after a ruling by the Commonwealth Court overturned all previous decisions in the case.

St Basil's Russian Orthodox Church is currently a member of the ROCOR and observes the Julian Calendar with our Pastor, V. Rev. Archpriest David J. Hritcko.

## *Founders*



### **Founders**

**THE PARISH RECORDS SHOW THAT THE FOLLOWING NAMES  
ARE REGISTERED AS THE FOUNDERS OF THIS PARISH:**

Harry Babich  
John Babich  
Harry Barna  
Theodore Bundas  
Lucas Cherwinchak  
Alex Chihon  
Wasil Danchak  
Samuel Fatula  
Matthew Garbera  
Cyril Gogotz  
Philip Gogotz  
Hilary Hatala  
Stephen Havrilak  
John Herbut  
Alexis Hitchko  
Nicholas Hopey  
Wasil Hopey  
Theodore Hurchik  
Afton Hurey  
George S. Iyoob

Wasil Kcenich  
Andrew Kopcha  
Isadore Koropchak  
Victor Koropchak  
Akim Kowalsky  
Thomas Krenitsky  
Harry Kutch  
Isadore Kutch  
John Merena  
Joseph Merena  
Kondrat Merena  
Peter Mikolaychik  
John Mikulak  
Onufrey Mikulak  
Wasil Mikulak  
Andrew Nemetz  
Magdalene Obuch  
Peter Orinick  
Theodore Orinick  
Peter Patsey  
Joseph Pavelchak

Peter Schlachta  
Alex Scuba  
Nicholas Semonick  
Elias Skasko  
Roman Smerek  
Peter Smetana  
Cyril Spitko  
Timothy Sucheniak  
Anthony Talpash  
Pantalemon Tarris  
Martin Tocarsic  
Evsevie Trokanovsky  
Andrew Tokarchick  
Nicholas Wengrin  
Wasil Wengrin  
John Wengrinovich  
Michael Zaharlik  
Samuel Zeleniak  
John Zeznick  
Harry Zupal



1904 - 1979



75th Anniversary  
Diamond Jubilee



St. Basil's  
Russian Orthodox  
Church

Simpson, Pa.

## History of St. Basil's Russian Orthodox Church Simpson, Pennsylvania

It was around the turn of the Century, when our people started to immigrate into this Country from Europe. Most of them came from the Central and Eastern parts of Europe which were then known as the Country of Austria-Hungary, which included territories that later became Countries of Austria, Hungary, Poland, Czechoslovakia, Romania and Yugoslavia. Many of them settled in these mountainous regions because these areas appeared to them as being similar to the areas from which they came.

As this group of immigrants increased in number, and because of the strong spiritual faith they had, they decided that a place to worship God must be found.

Prior to organizing a congregation in Simpson, this group was affiliated with St. John the Baptist Russian Orthodox Church in Mayfield, Pa.

In 1903, the organizing of our Parish was started under the leadership of Rev. Arseny Chahovtsoff (The Late Archbishop Arseny), who was the Pastor of St. John the Baptist Russian Orthodox Church, in Mayfield, Pa.

In 1903, St. Basil's Society was organized for the benefit of all Russian people in Simpson and the surrounding area. Immediately, this Society built a School House on Rittenhouse Street, and a Parish School was organized to teach the young people the Orthodox Faith and their native Language.

The development of an Orthodox Community in Simpson had made much progress in the year 1903 and continued doing so in the year 1904.

As more Russian people came and settled in Simpson in 1904, a group was selected to start the building of the Church. The following were selected as the building committee: John Babich, Matthew Garbera, Alexis Hitchko, Victor Koropchak, Kondrat Merena, Peter Schlachta and Timothy Sucheniak.

In the first days of August 1904, a location was selected, which was then known as the "Old Ballfield" on Midland Street, which is the location of our Church property today. On August 5, 1904, the land was purchased from Mr. Matthew Garbera.

Immediately, this group of Pioneers, determined to reach their goal, toiled and put forth their hard

labor which was their primary contribution, completed the excavation and constructed a stone foundation within a period of six weeks. The Cornerstone was placed, and on September 18, 1904, was Blessed by Rev. Arseny Chahovtsoff (The Late Archbishop Arseny).

The building of the Church was started, and was done by J.A. Hoole, contractor. The walls, roof and floor were completed the first week of January 1905. The Altar Table, Oblation Table and Iconostas were completed and painted shortly afterwards. The Sacred Vessels and Censer were immediately purchased to be had for the dedication.

On January 27, 1905, the Church was dedicated, by the sanction of Archbishop Tikhon (The Late Patriarch of Russia). This was January 14, 1905, our "New Year Day" according to our Julian "Church Calendar", which is also the Feast of St. Basil, Patron Saint of our Church.

The first Pastor assigned to our Church was the Rev. Alexis Boguslavsky. There were many Priests who served our Church throughout the past seventy five years. Many of those Priests and Monks had served on a temporary basis. Since August 12, 1978, we have our present Pastor, Rev. Michael H. Evans.

In February 1905, the following were selected to take care of the affairs of the Church: The first President was Kondrat Merena, the first Treasurer was John Babich, the first Assistant Treasurer was Pantalemon Tarris and the presiding Priest was the Secretary.

In February 1905, land was purchased on Shannon Hill for a Cemetery.

In February 1905, the salary for the Priest and Professor was \$15.00 per month for both. In July 1905, the salary was \$30.00 per month for both. In December 1905, the Priest received \$30.00 and the Professor received \$20.00 per month. From that time on, their salaries have been continuously increased.

In March 1905, the first Candle Holders were purchased for \$10.00. In the same month, the first Candles were purchased.

In April 1905, two frames were purchased for \$13.00, to be placed around the Icons of Jesus and St. Mary on the Iconostas.

The first Baptismal in our Church was on May 15, 1905, that of Andrew Tokarchick, son of Constantine and Mary Tokarchick, the Rite of Baptism was performed by Rev. Alexis Boguslavsky.

The first Funeral in our Church was on May 26, 1905, that of Andrew Nemetz, age 30, killed in the coal mine, son of Stephen Nemetz, burial was in St. John's Russian Orthodox Cemetery in Mayfield, Pa., the funeral service was performed by Rev. Alexis Boguslavsky.

The first wedding in our Church was on July 2, 1905, that of Peter Smetana, age 22, son of Vasily and Catherine Smetana, and Christine Labowsky, age 20, daughter of Joseph and Akelina Labowsky, the Rite of Marriage was performed by Rev. Alexis Boguslavsky.

In September 1905, the first Chandelier with Candle Holders was purchased, and was Blessed by Rev. Alexis Boguslavsky.

In November 1905, the first heating stove was purchased for \$13.80, to heat the Church.

In March 1906, the first **Holy Shroud** (Winding Sheet) was purchased, and was Blessed by Rev. Alexis Boguslavsky.

#### HISTORY OF THE BELLS AS FOUND IN THE CHURCH RECORDS:

In June 1906, the first Bell was purchased for \$67.00, from the Meneely Bell Company of Troy, New York. This Bell was Blessed by Rev. Alexis Boguslavsky and was given the name of **Demetry** (Dimitri), in Honor of the **Martyr Demetry**, the Peacemaker of **Thessalonica**.

In late 1933, this Bell was cracked from tolling. A new, same size Bell was purchased from the same Company, and on January 14, 1934, it was Blessed by Rev. Basil G. Horsky and given the same name as was the original, that of **Demetry** (Dimitri).

On May 24, 1909, it was decided at the Parish meeting to purchase two more Bells. It was decided to purchase one 800 pound Bell and one 300 pound Bell. Those selected to go to Meneely Bell Company to purchase these Bells were: Rev. Alexander Kalnev, Peter Smetana and Pantalemon Tarris. Both Bells were purchased for \$600.00. They were delivered to Carbondale by Railroad for \$27.71, and from Carbondale to the Church by Truck for \$2.75.

In July 1909, both Bells were Blessed by Rev. Alexander Kalnev. The 800 pound Bell was given the name of **Platon**, in honor of him as the Archbishop of Russians in Galicia and America.

The 300 pound Bell was given the name of **Alexei** (Alexis), in honor of him as the Metropolitan Alexis Toth of Russians in Galicia and America.

+++++

On January 14, 1907, the first Parish Meeting was held, and the first complete Board of Officers and Committee were selected as follows: President, Kondrat Merena; Vice President, John Babich; Treasurer, Pantalemon Tarris; Secretary, Harry Zubal; Church Sexton, Martin Tocarsic; Bell Ringers, Myron Renczkowski, John Mikulak, Theodore Hurchick and Wasil Danchak. Committee Members were: Cyril Gogotz; Matthew Garbera, Pantalemon Buberniak, Peter Orinick, Alex Hitchko and Victor Koropchak. Cemetery Caretaker was Anthony Talpash. Gravedigger was Theodore Paholchisin. Collectors were: Theodore Bundas Philip Shafran, Joseph Merena, Theodore Hyria, Andrew Tokarchick and Joseph Pavelchak. School Sexton was Peter Schlachta. Auditors were: Rev. Alexis Boguslavsky, Pantalemon Buberniak, Philip Gogotz, Wasil Danchak, Peter Schlachta, Peter Smetana and Theodore Orinick.

On February 15, 1907, at the Parish meeting it was decided to build a Rectory.

In May 1907, the excavating and building of the Rectory was started by J.A. Hoole, contractor.

In September 1907, the Rectory was completed, a hot air furnace was installed, it was furnished with the immediate necessities and was occupied by the Pastor.

Prior to having our own Rectory, the Parish was paying \$6.00 per month rental for living quarters for the Pastor.

On January 13, 1908, at the Parish meeting, it was decided to have the Parish School Classes transferred to the Church basement from the building on Rittenhouse Street, which was built by St. Basil's Society in 1903. This building was then rented to the Fell Township School District for \$50.00 per month, for the purpose of conducting English School Classes.

On August 5, 1908, the building of a Tool Shed 8 feet by 10 feet in the Cemetery was completed, and a Cross was placed on the roof of the front of the Shed by the Parishioners.

In September 1908, the bridge across the Creek, and the outside rest rooms were built, by the Parishioners.

In October 1908, the Parish held their first Concert and Ball.

On December 6, 1909, a new schedule was adopted for our Church School Classes, which was as follows: Daily, from 4 P.M. to 6 P.M.; Saturdays, from 9 A.M. to 11 A.M. and from 2 P.M. to 4 P.M.

In October 1910, the large Wooden Cross, that is displayed in the center of the Church during Passion Week, was purchased for \$12.50 by Philip Gogotz and donated to the Church.

On January 23, 1911, the Pokrow St. Mary's Beneficial Society of Simpson, Pa., was Chartered and Incorporated in the Court of Common Pleas of Lackawanna County.



In February 1911, the first pair of Banners were purchased by the Parish, and in March 1911, they were Blessed by Rev. Ignatius Lachno.

On March 6, 1911, the St. Demetrius Society was organized.

On August 4, 1912, the John Naumovich Russian Orthodox Society was organized by Rev. Peter Dzubay, for the purpose of learning the Russian Orthodox Faith.

In January 1913, the first **Yolka** play was presented by the Church School children, directed by Rev. Peter Dzubay, for a few years. Later, in January 1920, they were resumed by Rev. Basil G. Horsky, and have been continued to the present time.

In May 1913, the first Iron Fence and the Sign in front of the Church were erected by the Parish at a cost of \$750.00.

In October 1913, the first Flagstone sidewalk was placed at a cost of \$306.30.

On September 1, 1917, the American Russian Citizens Club of Simpson, Pa. was organized, and on December 12, 1925, this Club was Chartered and Incorporated and was recorded in the Office of the Recorder of Deeds in the Court of Lackawanna County.

In September 1917, the first theatrical play was presented by the Church Choir, under the direction of Professor Wasily D. Wan.

In September 1919, the Church building was enlarged by the contractor John Nolan and architect John J. Hawley; the first 10 Pews were installed, 5 on each side; and a new Iconostas was built by Casimir Wolansky, the Icons were placed on the Iconostas by John Golombowsky, the artistic painting was done by Stanley Kopa. All this work was completed in July 1920.

In May 1920, a new electric Chandelier was purchased and was Blessed by Rev. Basil G. Horsky.

On August 28, 1921 to September 5, 1921, the Parish held their first Bazaar in the Church basement, under the direction of Rev. Basil G. Horsky. This continued to be an annual event through 1926.

On February 4, 1924, our Church was Chartered and Incorporated as the "Saint Basil Russian Orthodox Greek Catholic Church of Simpson, Pa.", and still recorded as such, in the Office of Recorder of Deeds, in the Court of Common Pleas of Lackawanna County.

In 1924, the Iconostas was remodeled by removing and rearranging some Icons, and it was electrified with lights around each Icon.

On October 12, 1924, the Iconostas was Blessed by Archbishop Adam.

On January 6, 1925, the first Christmas Caroling by the Kings and Shepherds with the lighted Star, was started by Rev. Basil G. Horsky.

On August 7, 1927, the first Clambake was held by our Church Choir at John Hoholick's farm in Dundaff. Picture shows Choir members with the Professor Federenko.

On October 4, 1929, the Senior "R" Club obtained their Charter from the Federated Russian Orthodox Clubs (F.R.O.C.) and became Chapter 42.

On May 1, 1946, the Junior "R" Club obtained their Charter from the Federated Russian Orthodox Clubs (F.R.O.C.) and became Chapter 42, Juniors.

In July 1930, the large Cross in the center of the Cemetery was purchased from Rock of Ages, and was Blessed by Rev. Basil G. Horsky.

In 1932, a new Cross was purchased, for the large Spire of the Church, and was Blessed by Archbishop Adam.

In May 1932, the remainder of the Pews were installed throughout the Church.

On January 19, 1937, the Church was extensively damaged by fire.

In April 1937, the structural plans and specifications for the new Church were completed by Vladimir Koropchak. The typing of the specifications was done by Basil Pleska. The construction of the new Church was started by the Holt Lumber Company.

On May 25, 1937, erecting of the Iconostas, Main Altar and the Side Altar was started by R.J. Davis Mill Work Company.

On July 10, 1937, the artistic painting of the Iconostas, Main Altar and Side Altar was started by Artist Michael J. Kupetz, to be completed for the dedication of the Church.

On September 6, 1937, the Church was dedicated by Archbishop Adam, with Deacon Vsevolod Andronoff. This was on Labor Day.

In December 1937, Artist Michael J. Kupetz resumed the artistic painting of Icons and Murals on the interior of the Church, and continued until completed.

On February 27, 1938, four smaller Crosses, to be placed on the Spires of the Church, were Blessed by Archbishop Arseny.

On March 30, 1939, the first Movie Picture "Crown of Thorns", the symbol of the suffering of Christ, was presented at the Neutral Theatre, for the benefit of the Church.

On August 6, 1939, the first Church Outing, called the St. Basil's Russian Day, was held at Newton Lake for the benefit of the Church.

On August 22, 1943, the St. Basil's Orthodox Altar Club was organized, under the direction of Rev. John Lampart. The first President was Olga Danchak from 1943 to 1947, followed by Julia Petorak to 1963, who during her tenure was honored by a Special Written Citation, with the Blessings of the Late Metropolitan Germogen, for her invaluable services to the Church.

Also, recognition was given to the Late Paul Jubinski, at that time the President of our Parish. He was presented with the **Gramota**, by the Late Metropolitan Germogen on behalf of then, Patriarch Alexy, for his invaluable services to the Church.

In the Fall of 1960, another Ladies Club was organized, and was named The Mothers Club,

under the direction of Rev. Daniel Geeza, with Anna Egnatovich as the first President. The membership of both Clubs were combined to this Club until 1968.

On November 25, 1968, the name of The Mothers Club was changed to The Womens Club, under the direction of Rev. Andrew Shuga, with Mary Vergalla as the first President.

On December 4, 1969, the name of The Womens Club was changed to Saint Barbara's Society, under the direction of Rev. Andrew Shuga, with Olga Gallick as the first president. This Ladies Society is actively existing and supporting the Church today, with Anna Egnatovich as the President.

It was during the time when Rev. Andrew Shuga was our Pastor, that the St. Basil's Youth Club was organized, under the direction of Rev. Andrew and Matushka Shuga, with Barbara Sumple as the first President. Today, this Club is existing under the direction of Rev. Michael H. Evans, and is actively engaged in Church affairs, with Doreen Wengrin as the President.

On August 31, 1952, at a Special Parish Meeting, it was decided to build a Youth Center. A building committee was selected.

On September 7, 1952, the building committee started with the required procedures to build this Youth Center.

In October 1952, during this month, much had been accomplished in preparation for the actual construction; the Law Firm of Bialkowski, Bialkowski & Bialkowski took care of the legal affairs; the Surveyor was W.L. Giles, who surveyed the land; the Architect was Floyd A. Chapman, who made the plans and specifications for the building.

On November 5, 1952, the Contractor Floyd A. Chapman started the construction of the building.

On April 19, 1953, the Parish celebrated the Grand Opening of the Hall. It then became known as the St. Basil's Parish Hall, as it is still known today.

On April 9, 1960, work was started on repainting of the Iconostas, the Icons on the Iconostas were retouched and new Gold Leaf was applied by Artists Mose Franceski and Harry Soroka.

On September 10, 1962, a new Chandelier, which we have at the present time, was purchased by the Senior "R" Club, and was Blessed by the Very Rev. Walter P. Shymansky.

On December 19, 1967, the first new Automatic Electric Bell Instrument, The Carillon, was installed by the I.T. Verdin Company.

On September 8, 1978, this Instrument was extensively damaged by a severe lightning storm, and was beyond repair.

On November, 24, 1978, an entirely new, identically the same kind of Instrument, was installed by the I.T. Verdin Company.

**The foregoing History of the Founding of our Church, the progress that was made, and the accomplishments during the past seventy five years, have been compiled from the original records of the Parish. These are the highlights of the accomplishments of our Founders and our Predecessors. May we always remember them and pray to Almighty God for His guidance of them, in His Heavenly Kingdom. May we always pray to Almighty God, and thank Him for our inheritance in this generation and future generations.**

*Celebrating 100 years on September 12, 2004*

## St. Basil's R.O. Church

Simpson, Pennsylvania

It was around the turn of the Century, when people started to immigrate into this country from Europe. Most of them came from the Central and Eastern parts of Europe which were then known as the Country of Austria-Hungary, which included territories that later became Countries of Austria, Hungary, Poland, Czechoslovakia, Romania and Yugoslavia. Many of them settled in these mountainous regions because these areas appeared to them as being similar to the areas from which they came.

As this group of immigrants increased in number, and because of the strong spiritual faith they had, they decided that a place to worship God must be found.

In 1903, the organizing of our Parish was started under the leadership of Rev. Arseny Chahovtsoff (the late Archbishop Arseny), who was the Pastor of St. John the Baptist Russian Orthodox Church, in Mayfield, Pa.

In 1903, St. Basil's Society was organized for the benefit of all Russian people in Simpson and the surrounding area. Immediately, this Society built a school house on Rittenhouse Street, and a Parish School was organized to teach the young people the Orthodox Faith and their native language.

The development of an Orthodox Community in Simpson had made much progress in the year 1903 and continued doing so in the year 1904.

As more Russian people came and settled in Simpson in 1904, a group was selected to start the building of the Church. The following were selected as the building committee: John Babich, Matthew Garbera, Alexis Hitchko, Victor Koropchak, Kondrat Merena, Peter Schlachta and Timothy Sucheniak.

In the first days of August 1904, a location was selected, which was then known as the "Old Ballfield" on

Midland Street, which is the location of our Church property today. On August 5, 1904, the land was purchased from Mr. Matthew Garbera.

Immediately, this group of pioneers, determined to reach their goal, toiled and put forth their hard labor which was their primary contribution, completed the excavation and constructed a stone foundation within a period of six weeks. The cornerstone was placed, and on September 18, 1904, was Blessed by Rev. Arseny Chahovtsoff (the late Archbishop Arseny).

The building of the Church was started, and the walls, roof and floor were completed the first week of January 1905. The Altar Table, Oblation Table and Iconostas were completed and painted shortly afterwards. The Sacred Vessels and Censer were immediately purchased to be had for the dedication.

On January 27, 1905, the Church was dedicated, by the sanction of Archbishop Tikhon (the late Patriarch of Russia). This was January 14, 1905, "New Year Day" according to the Julian "Church Calendar", which is also the Feast of St. Basil, Patron Saint of the Church.

The first Pastor assigned to the Church was the Rev. Alexis Boguslavsky. There were many Priests who served the Church throughout the past one hundred years. Many of those Priests and Monks had served on a temporary basis.

In February 1905, the following were selected to take care of the

affairs of the Church: The first President was Kondrat Merena, the first Treasurer was John Babich, the first Assistant Treasurer was Pantalemon Tarris and the presiding Priest was the Secretary.

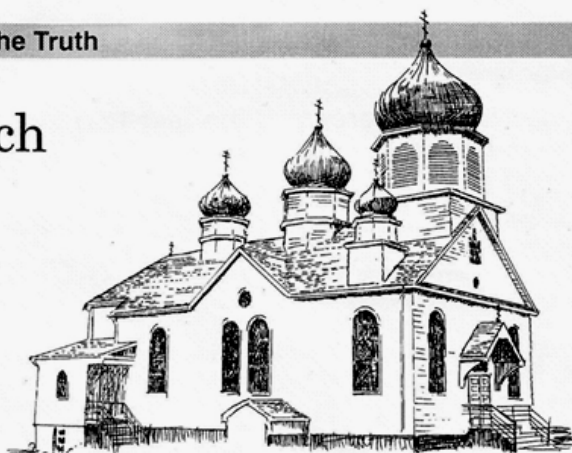
In February 1905, land was purchased on Shannon Hill for a Cemetery.

In February 1905, the salary for the Priest and Professor was \$15.00 per month for both. In July 1905, the salary was \$30.00 per month for both. In December 1905, the Priest received \$30.00 and the Professor received \$20.00 per month. From that time on, their salaries have been continuously increased.

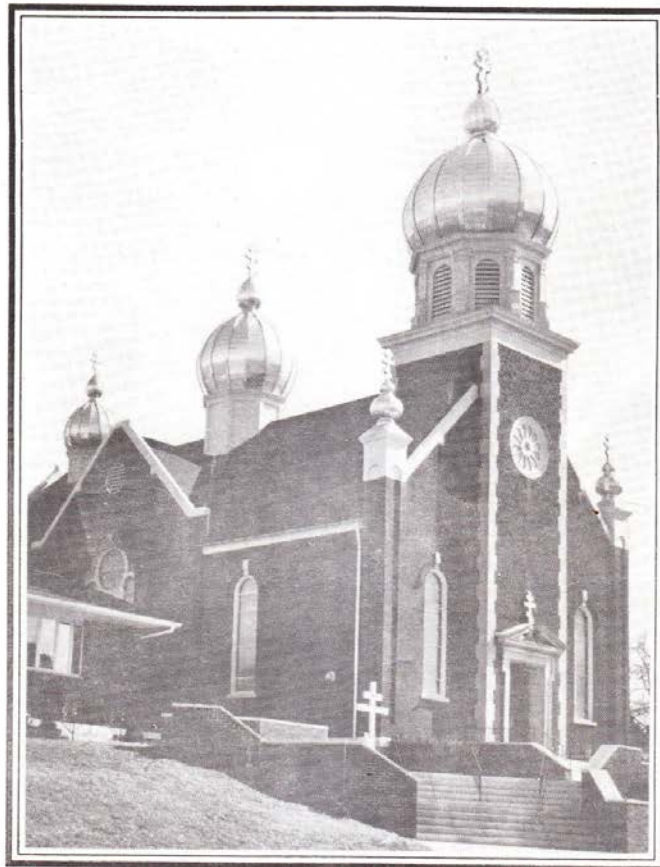
On January 19, 1937 the church was damaged extensively by fire. Two months later, the structural plans and specifications for the building were completed and construction was started. The new church was dedicated on Labor Day of that year. In 1952, the church decided to build a youth center which became known as St. Basil's Parish Hall and the building's grand opening was celebrated on April 19, 1953.

St. Basil's R.O. Church parishioners will celebrate their anniversary with a dinner at Heart Lake Lodge, Jermyn, Pa. on September 12.

St. Basil's Russian Orthodox Church is currently a member of the ROCOR and observes the Julian Calendar with their Pastor, V. Rev. Archpriest David J. Hritcko.







**CENTENNIAL DINNER**  
**1891-1991**

**St. John the Baptist Russian Orthodox Church**  
**Mayfield, Pennsylvania**

**Sunday, July 21, 1991**

**Cocktail Hour - 2 PM to 3 PM**  
**Grand Banquet - 3 PM**  
**Genetti Manor, Dickson City, PA**

1891 — 1991



years...



his year marks a very exciting and special event in the life of St. John's Russian Orthodox Church—it is the year of our Centennial Celebration.

The history of St. John's began about 1878 with the migration of large numbers of Russian people from the western part of Galicia known as Lemkovstchina to the shores of the new world.

The first church was built in 1891 and replaced with the present edifice in 1930 according to the style of churches of the "Homeland"; and from its beginning, the basic purpose was to enhance man to better glorify God. This is evident in the fields of education, mission work, and worship which are still very much alive today.

The history of St. John's parish cannot be reduced to a few pages of printed words. For no eloquence can describe the heart and spirit of an organic spiritual life of the family or the parish, two basic units of the body of Christ—His Church. Highlights of the events of 100 years, and the accomplishments of a few of its outstanding members of the past can only serve as the skeleton of a dynamic living organism, which is St. John's parish. And yet, St. John's is not the oldest parish, nor is it the largest. It is a typical parish of the Russian Orthodox Church in some ways, yet is distinctly unique. It is one of many parishes which returned to Orthodoxy in the first quarter of this century. It has remained a loyal and devoted supporter and defender of Orthodox ideals and traditions throughout its history, imparting these ideals to its members.

The founders of St. John's came to this country during difficult times. They struggled to let down their roots in a new soil. Even though the land was resistant, and at times inhospitable to strangers, they established a parish which is a living memorial to their love for the Holy Orthodox Faith.

**NOTE OF APPRECIATION:** It is our sincere desire to heartfully extend our deepest appreciation to all of those dedicated parishioners who worked so diligently this past year to make this day possible!

#### PROGRAM

Processional.....	Faithful
Lord's Prayer.....	Faithful
Invocation.....	The Most Rev. Archbishop Laurus, <i>Diocese of Syracuse &amp; Holy Trinity</i>
National Anthem.....	Faithful

#### DINNER

Introduction of Toastmaster.....	Thomas Pavuk, <i>Parish President</i>
Toastmaster.....	Gary P. Brzuchalski
Introduction of Head Table.....	Toastmaster
Remarks.....	Thomas Pavuk
Remarks.....	Hierarchs

#### PRESENTATIONS

Remarks.....	V. Rev. John Sorochka
Remarks.....	Andrew Sabric
Main Address.....	The Most Rev. Archbishop Mark, <i>Diocese of Berlin, Germany &amp; Great Britain</i>
Benediction.....	Archbishop Mark

### **CHURCH COUNCIL**

V. Rev. Archpriest John D. Sorochka, **Pastor**  
Gary Paul Brzuchalski, **Choir Director**  
Thomas Pavuk, **Parish President**  
Andrew Paserp, **Vice President**  
Daria Meloni, **Financial Secretary**  
Shirley Matichak, **Treasurer**  
Rose Telep, **Recording Secretary**

### **COUNCIL MEMBERS**

Andrew Sabric  
Marianne Yarnes  
Madelyn Popich  
Frances Vitalec  
Marie Terpak  
Olga Ross  
Elizabeth Kedrick

Selma Fecina  
Helen Yedinak  
Stephen Barna  
Wasco Karpiak  
Peter Witiak  
Joseph Mareski  
Joseph Gifford

### **SEXTONS**

Joseph Gifford  
Michael Paserp  
Walter Matichak

### **CENTENNIAL COMMITTEE**

V. Rev. Archpriest, John D. Sorochka, **Honorary Chairman**  
Andrew Sabric, **Co-Chairman**  
Joseph Mareski, **Co-Chairman**  
Marianne Yarnes, **Secretary/Treasurer**  
Olga Yaworske, **Memorabilia & Reservations**  
Justine Yaworske, **Reservations**  
Vasily & Alexandra Gardecki, **Ticket Chairpersons**  
Stephen & Lillian Shust,  
**Co-Chairpersons Commemorative Ad Book**  
Thomas & Lubov Pavuk, **Publicity**  
Michael Pavuk, **Church History**

### **COMMITTEE MEMBERS**

Rosalie Fendrock  
Mildred Fife  
Carol Swirdovich  
Joan Zaleski  
Basil Telep  
Helen Yedinak  
Lydia Bochnovich

Frances Vitalec  
Marie Terpak  
Shirley Matichak  
Rose Telep  
John Uram  
Andrew Paserp  
Michele Yarnes



## Carpatho-Rusyn Sociey acquires historic cathedral

The Carpatho-Rusyn Society has acquired the historic former St. John's Byzantine Catholic Cathedral in Munhall,



and will convert it into the nation's first-ever National Carpatho-Rusyn Cultural Center. "This is truly a momentous time in the history of

CarpathoRusyns in America," said John J. Righetti, national president of C-RS. "That we now have the chance to create a national cultural center for our people in perhaps our most historic building in America is almost unbelievable!"

The historic Cathedral of St. John the Baptist was the first cathedral in America exclusively for Carpatho-Rusyns. It was built in 1903 at the corner of Tenth and Dickson Streets in Munhall, just outside Pittsburgh, designed by the famous Hungarian architect Titus de Bobula and patterned after the Rusyn Greek Catholic Cathedral of the Exaltation of the Holy Cross in Uzhorod, Subcarpathian Rus'. The parish was established in 1897 and the church, the parish's second, was built in 1903.

The congregation, then known as St. John the Baptist Byzantine Catholic Cathedral parish, left the building in 1993 when it constructed a new suburban cathedral. In 1997 a group called St. John's East European Cultural Center acquired the building with hopes of using it as a cultural center for all East European ethnic groups of the region. That organization which in recent years decreased dramatically in size, then sold the property to the Carpatho-Rusyn Society in April 2004.

"Our goal is to create a national home and center for our organization and our culture," explained Righetti. It will house many aspects that will

make sure Carpatho-Rusyn culture never disappears from North America."

The initial plans of the Carpatho-Rusyn Society's National Board of Directors call for the following:

- Remodel the main floor to house a large performance and lecture hall where lectures and cultural performances and events can be held. The back of the first floor will become the new national offices of the Carpatho-Rusyn Society
- Remodel a portion of the basement level to have a kitchen and social area for C-RS and other Rusyn/East European social events
- Remodel the front portion of the basement to house a national

Carpatho-Rusyn museum, complete with artifacts from Europe and the American Rusyn community

- Remodel a portion of the building to house their library and genealogy research area. It is hoped they will develop the most extensive library of Rusyn materials in North America.

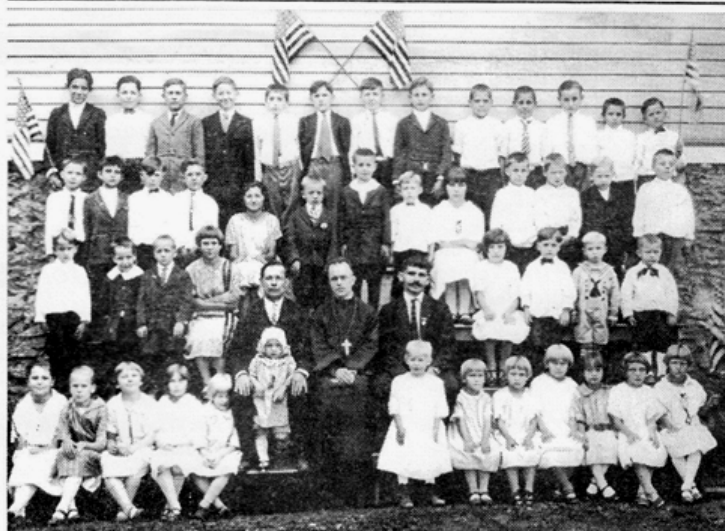
—Reprinted from  
The New Rusyn Times

### PREPARATION

*Everything come to him who hustles while he waits.*

—Thomas Edison

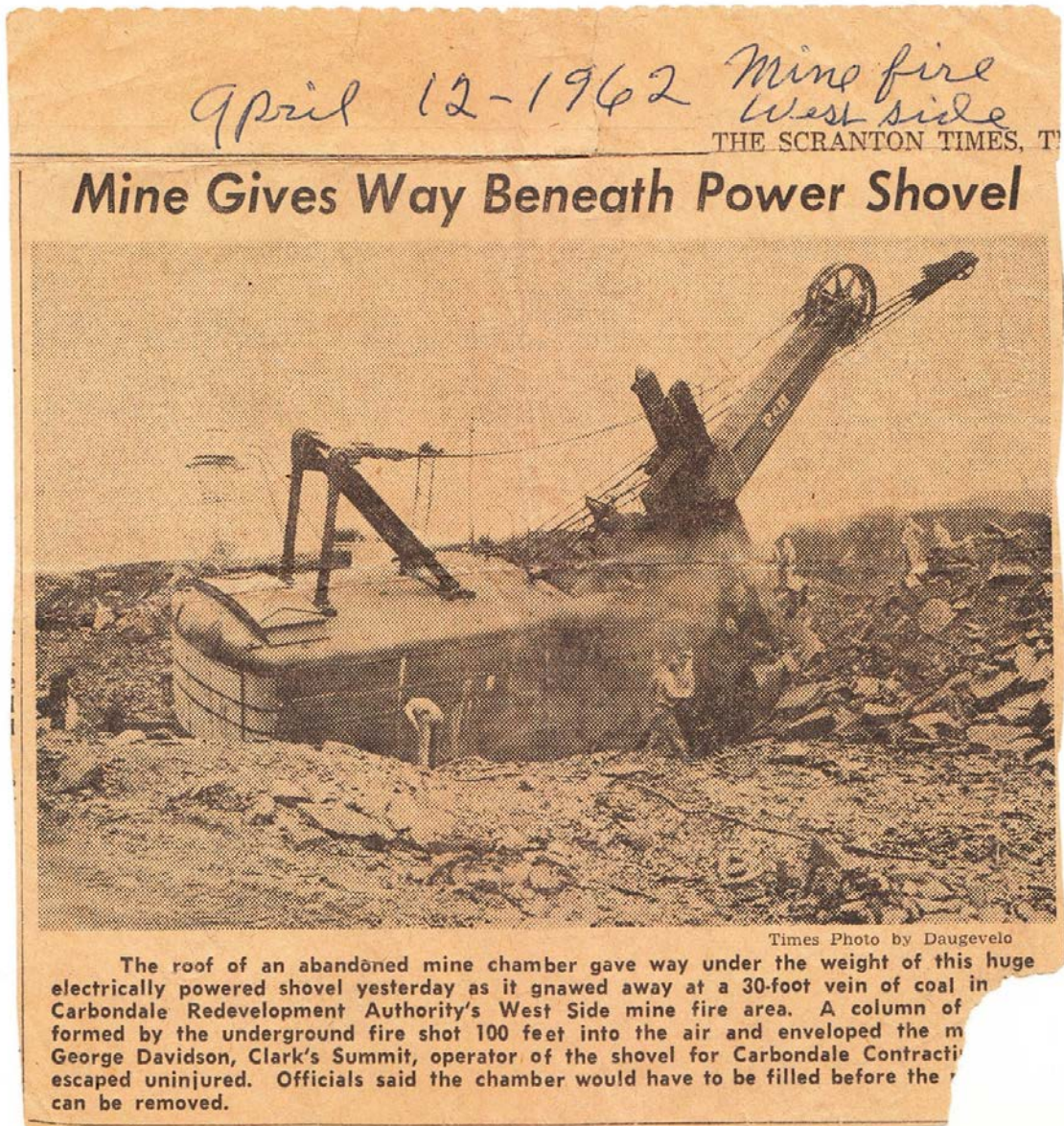
## Looking Back — 1925



Young members of the Russian Brotherhood Organization of St. Basil's R.O. Church, Simpson, Pa. around 1925 Bottom row L to R: Antoinette (Jane) Mikulak, Mary Barna, Martha Sopchak, Julia Sokolich, Anna Masley, Helen Masley, June Barna, Julia Bogutsky, Irene Gambal, Anna Krenitsky, Anna Prebich, Helen Barna. 2nd row L to R: Alex Scuba, Basil Kutch, Metro Fedak, Mary Bogutsky, Mr. Hilary Krenitsky, holding Anna Sopchak, Rev. Basil G. Horsky, Mr. Onufrey Mikulak, Mary Gambal, Alex Krenitsky, John Prebich, Joseph Hurchick. 3rd row L to R: Basil Hurchick, John (Onufrey) Mikulak, Theodore Bischak, Michael Bischak, Margaret Mikulak, Peter Fedak, Paul (John) Mikulak, Michael Prebich, Anna Ference, Samuel Hurchick, Paul Gambal, John Masley, Nicholas Katzer. 4th row L to R: Joseph (Onufrey) Mikulak, Michael Hurchick, Stephen Bogutsky, Joseph (John) Mikulak, Joseph Garbera, Michael Magera, Peter Hurchick, Daniel (Onufrey) Mikulak, Paul Tokarchick, Wasil Tokarchick, John Chupeck, Paul (Onufrey) Mikulak, Peter Krenitsky.

67. **Addition for Volume XVII:** More on the Carbondale Mine Fire:

There was a 30-foot thick vein of anthracite coal in the Carbondale West Side Mine Fire area. The Carbondale Redevelopment Authority was paid 22 cents royalty on every ton of coal it removed from the area (see clipping on the next page). Up to February 1964, the CRA was paid \$180,000 in royalties for coal removed. This newspaper clipping and the one on the following page were donated anonymously to the Carbondale Historical Society on February 14, 2019.





The newspaper clipping given below is from the *Scranton Times* of February 5, 1964; the photo is by Daugevelo:

Feb-5-1964

THE SC

## Man-Made Canyon Scars Mine Fire Area



Times Photo by Daugevelo

This huge channel, resembling a part of the Grand Canyon, shows how the pits or trenches look after monster mechanical equipment gouges out earth and rock to form deep trenches designed to encircle the mine fire in Carbondale, where a redevelopment project is in progress. Good coal, dug out of the burning material is salvaged and the Carbondale Redevelopment Authority is paid 22 cents royalty on each ton. The CRA has received over \$180,000 in royalties since the project started. Homes on top of the canyon are being razed or bulldozed into the pits in the backfilling process which follows. This power shovel, which cost \$120,000, was inundated in 50 feet of water recently when Fallbrook Creek broke through and flooded the pit.



68. **Addition for Volume XXIII:** Steam engine and passenger coach “floats” in Carbondale parade during the Carbondale Centennial Celebration, September 16-22, 1951. Photo in the collection of the Carbondale Historical Society.



69. **Addition for Volume XX:** Two Honesdale Branch photographs in a Carbondale family photo that was purchased at auction by Carl Reichart, Honesdale, PA in 2019. These two photos were then donated to the Carbondale Historical Society by Carl Reichart.



*Bushwick Sign.* This is the only photograph that is known to exist of this "Bushwick" sign along the Honesdale Branch of the D&H in south Carbondale.



*Tracks of the Honesdale Branch of the D&H along No. 4 Reservoir.* Present day Route 6 is at the far right of this photograph.

70. **Addition for Volume XXIII:** Four photographs of D&H passenger coaches at the D&H Seventh Avenue station in November 1917. Shown in these photographs, which were donated to the Carbondale D&H Transportation Museum on February 22, 2019 by Carl Reichart, Bridge Street, Honesdale, are drafted men leaving Carbondale for Camp Meade:



*Scene at D+H R.R. Station Nov 1917  
drafted men leaving for Camp Meade*





Scene at DTH R.R. Station Nov 1917  
drafted men leaving for Camp Meade



Scene at D & H. R.R. Station  
Nov 1917 - drafted men  
leaving for Camp Meade



Scene at Dr. H. station, Nov 1917  
drafted men leaving for Camp Meade



71. **Addition for Volume V:** Part 5 of S. R. Powell's 5-part series on the D&H Gravity Railroad (see Volume 25, pp. 360-364) was published in the March 2019 issue (Volume 29, Number 3) of the *BLHS Bulletin* on pages 12-14, 20).

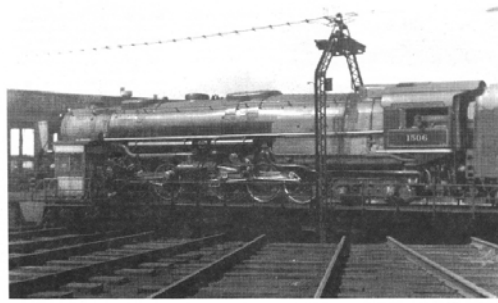
Also published in that issue of the *BLHS Bulletin* are three D&H Pennsylvania Division photographs, all of which are shown below:

page 5:

*Page 5:*

**Top:** D&H 4-6-6-4 Challenger #1506 on the turntable at Carbondale, Pa. in 1940, having been delivered from Alco earlier in the year. Geo. Jepson photo, collection of Robert K. LaPorte; BLHS Archives. The engine appears to be painted in a type of gray with black scheme, possibly similar to what some UP Challengers wore.

**Bottom:** D&H Challengers 1529-1531 and diesel switchers 3024-3030 push on a 109-car D&H train WR-3 at Forest City, Pa. The photo is annotated: "The 3000-series engines were not often used as pushers on the Ararat grade, but on this day the operating department needed the help of 'the new kids on the block'." August 20, 1950 photo by Robert F. Collins; BLHS Archives, Jack MacDonald collection.

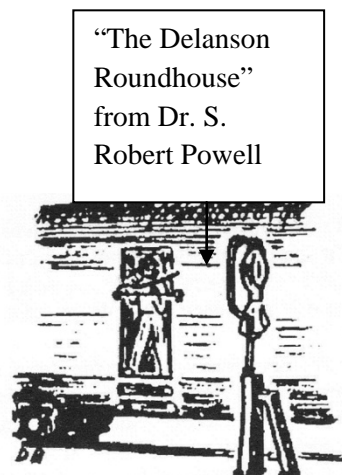


page 25 (copy of original photo of May 10, 1980 shown here courtesy of Mike Bischak):



“D&H 7324 leads two more GP’s on a northbound through the D&H’s Carbondale, Pa. yard. Photo by Mike Bischak.”

Also in the March 2019 *BLHS Bulletin*, on page 7, are the following two items:



"The Delanson Roundhouse"  
from Dr. S.  
Robert Powell

### The Mail Car

*Mail from our favorite  
source - our readers!*

### The Delanson roundhouse from Dr. S. Robert Powell

**Mike Bischak** has learned the name of the unidentified roundhouse that is shown on page 9 of the September 2018 issue of the *BLHS Bulletin*. The same photo is given in **Jim Shaughnessy's** book on page 84, and identified there as being the Delanson roundhouse in 1889.

On the day in 1889 when the photograph was taken, the engineers, whose engines are shown in the photograph, put on their fancy clothes and posed with their engines. Also shown in this photograph are two little boys, seated in second floor windows of the roundhouse. In Delanson, or the Delanson area today, there must live descendants of one or more of the engineers or the little boys shown in this photograph, and very probably one of those descendants has a copy of this photograph, on the reverse of which are given the names of the persons shown.

### From the readers

*We do this every year, so you  
can see what your fellow  
readers think of our society.*

Another year of a great publication; thanks to the entire team. May each and every one have a happy holiday and prosperous new year. God Bless! Have a "D&H Day".

Can you reprint "Colonie Colors" by Ross, maybe with updates?  
*I don't have that expertise. Any volunteers? ... JB*

Anyone know when the Baldwin Sharks last hauled a revenue train? I took pictures of them hauling the "Slate Picker" (I think) out of Whitehall on Sunday evening, July 31, 1977 until it got too dark. Oh, and keep up the good work!!

Your excellence is continuing – outstanding!!

Close to 30 years! It has been – and continues to be – a full evening of fascinating reading. I never tire of this effort year after year. Best wishes for another 30 years!

Still look forward to each issue! Enjoy all the columns but read Howard's and Jim's first. Happy Holidays.

Each passing year moves those "Good Old Days" with blue and gray Alcos, friendly employees, and PAs further back in my memory. *BLHS* is just about the only media out there to keep wonderful memories alive. Thanks to all our officers and columnists for the work they do. Special thanks to **Howard Hontz** and **Steve Wagner**. **Jim Lafayette** and **Dr. Robert Powell** are wonderful columnist additions for 2018. Would love another convention, ala "Saratoga Limited".

"Jim Lafayette and Dr. Robert Powell are wonderful columnist additions for 2018."



72. **Addition for Volume XVI:** Stacy Gardner (Forest City, PA) has a broadly based knowledge of industrial technology and mechanical systems, and in recent months he has made numerous highly significant contributions to the existing body of knowledge about the technological and engineering systems that were in operation on the D&H railroad and canal system. In Item No. 7, above, we presented “Braking system on D&H coal wagons; unloading/loading coal at the D&H Canal basin in Honesdale: Analysis and description by Stacy Gardner”. We will now look at three other areas where Stacy Gardner’s research and analytical skills have resulted in important new discoveries that enrich the recorded history of the D&H transportation system.

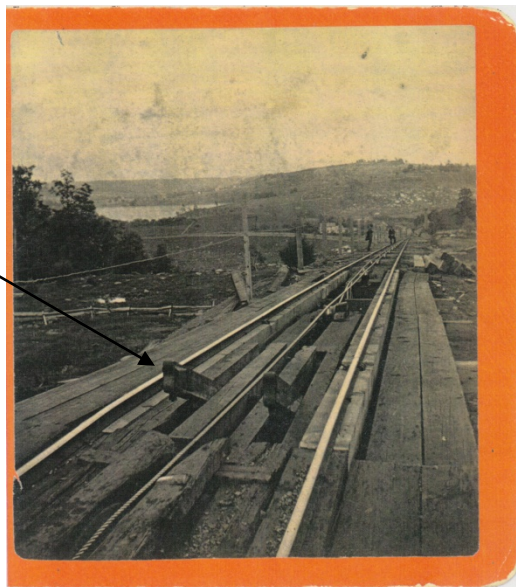
1. Derailers and Dogs
2. Bridge over Plane No. 3
3. Racket Brook Breaker

### **Derailers and Dogs:**

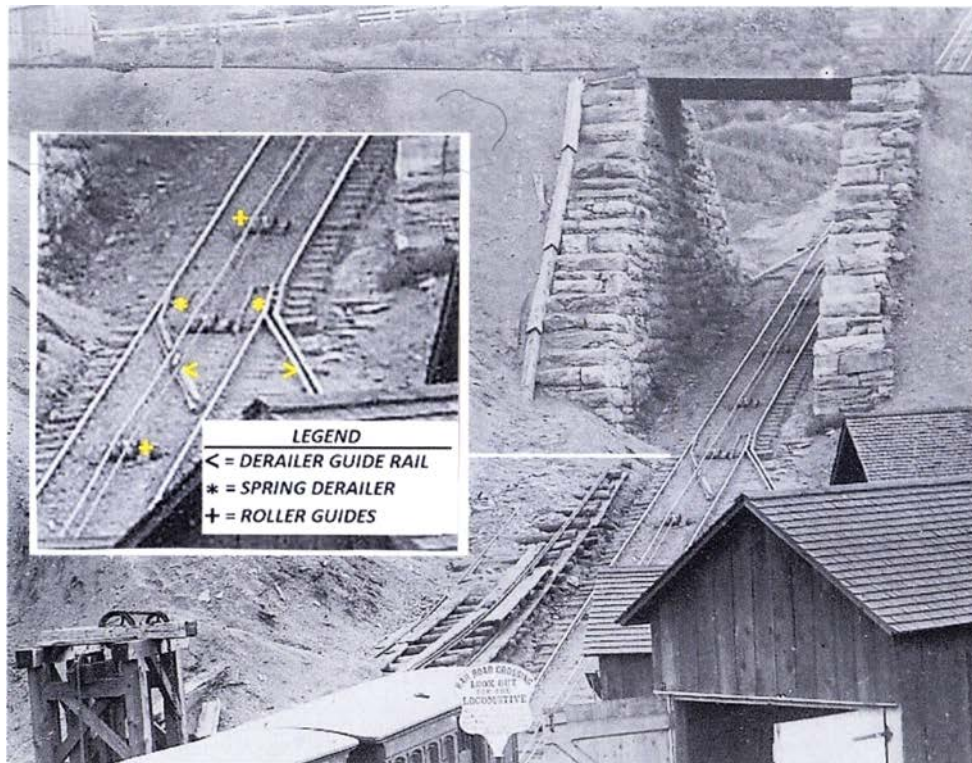
A *derailer* is a device used to prevent the blocking or compromising of a rail track (or a collision with anything present on the track, such as a person, a train or a fallen branch) by unauthorized movements of trains or unattended rolling stock. A *derailer* removes a railcar from the tracks before it can damage other cars or property.

*"Dogs"* are a spring-loaded safety device, installed between the rails at the head of an inclined plane to prevent ascended cars from rolling back down the plane. Dogs stop, but do not derail, rollbacks. *Dogs* in tracks allow cars to pass over them when those cars are moving up a plane and then immediately pop up to prevent rollbacks.

Dogs between  
the tracks at the  
head of Plane  
No. 17 on the  
D&H Gravity  
Railroad.



Plane No. 13, showing derailleurs:



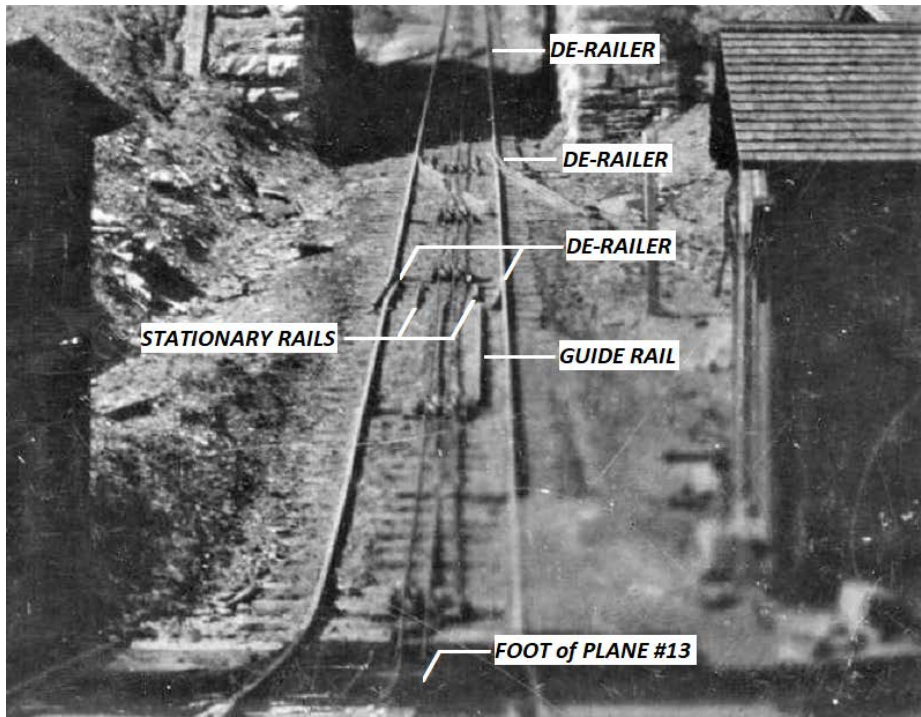
**D&H GRAVITY RR  
HONESDALE, PA.  
PLANE #13  
"DERAILER"**

*Circa. 1880's*

*Pictured are two of the atleast 4 derailleurs on Plane #13 in Honesdale which are used as a safety measure to prevent runaway cars from crashing into work crews at the foot of the plane. The derailleurs are spring operated and 6 - 8 feet long and allow cars to go up the plane with ease. Guide rails, 14 - 18 feet long, that are also part of the derail process direct cars to go in a preferred direction, either to the left or right of the plane, to allow minimal damage.*

**De-Railers by Stacy Gardner:** While reviewing images of the D&H Gravity Railroad from the 1860s to the 1890s, we were able to identify three specific types of de-railers that the D&H used on both its ascending and descending loaded and light track planes throughout the period. The types include in-rail, between-the-rails, and outside-the-rails de-railers, with variations within each type. At this point, we might point out that just like all the other elements of the Gravity even the de-railers were continually upgraded and made more efficient over time, i.e., lessons learned. In-rail derailleurs were used on Gravity planes Numbers 13, 23, and the breaker plane located at the Racket Brook Breaker. Between-the-rails de-railers were at Gravity Planes Nos. 1, 2, 3, 4, 5, 7, 13, 19, 20 and 28B. Planes Nos. 19 and 20 were light track planes. Outside-the-rails de-railers were identified at Gravity Planes Nos. 9, 10, 12, and the breaker plane at Racket Brook Breaker. All three types of de-railers allowed cars to ascend the various planes, however, should

any break away they would be de-railed to protect personnel and property located at the foot of the planes. Lives did matter, however, working on the Gravity Railroad was always a hazard and accidents seemed to be a daily occurrence.



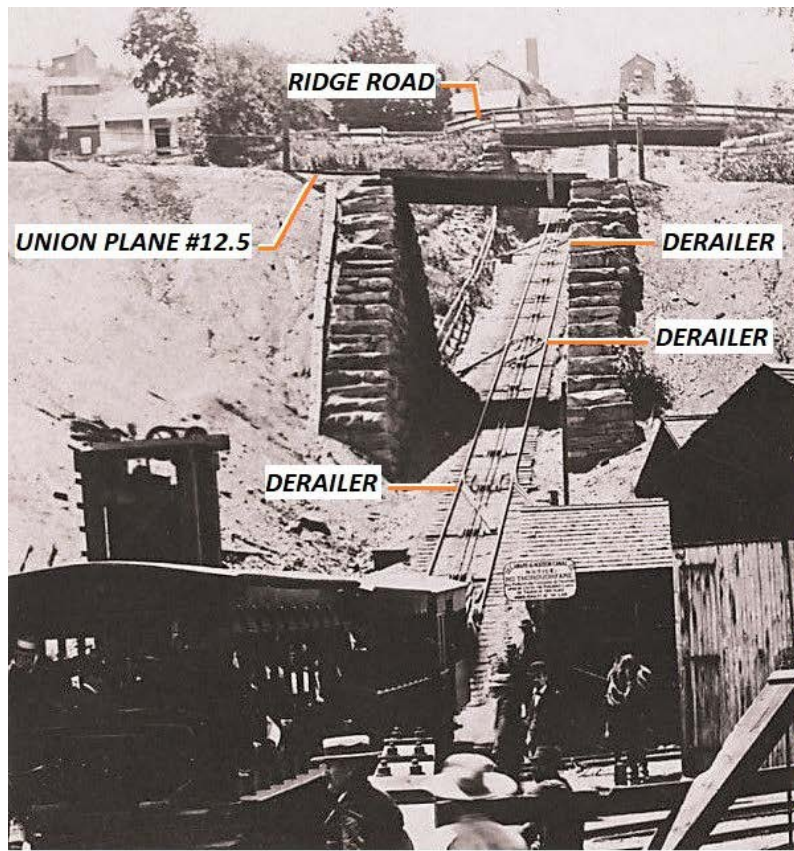
**D&H GRAVITY RR  
HONESDALE, PA.  
PLANE #13**

*Circa 1880s*

*View looking west up Plane #13 in Honesdale at the first de-railer on this ascending plane used to move light coal wagons, freight, and passengers towards Carbondale. The de-railer is a combination in-rail and between-the-rail which is unlike the other de-railers on the plane that have diagonal split guide rails as this one has a guide rail along the line of the plane.*



Close-up view of Plane No. 13, showing derailleurs:



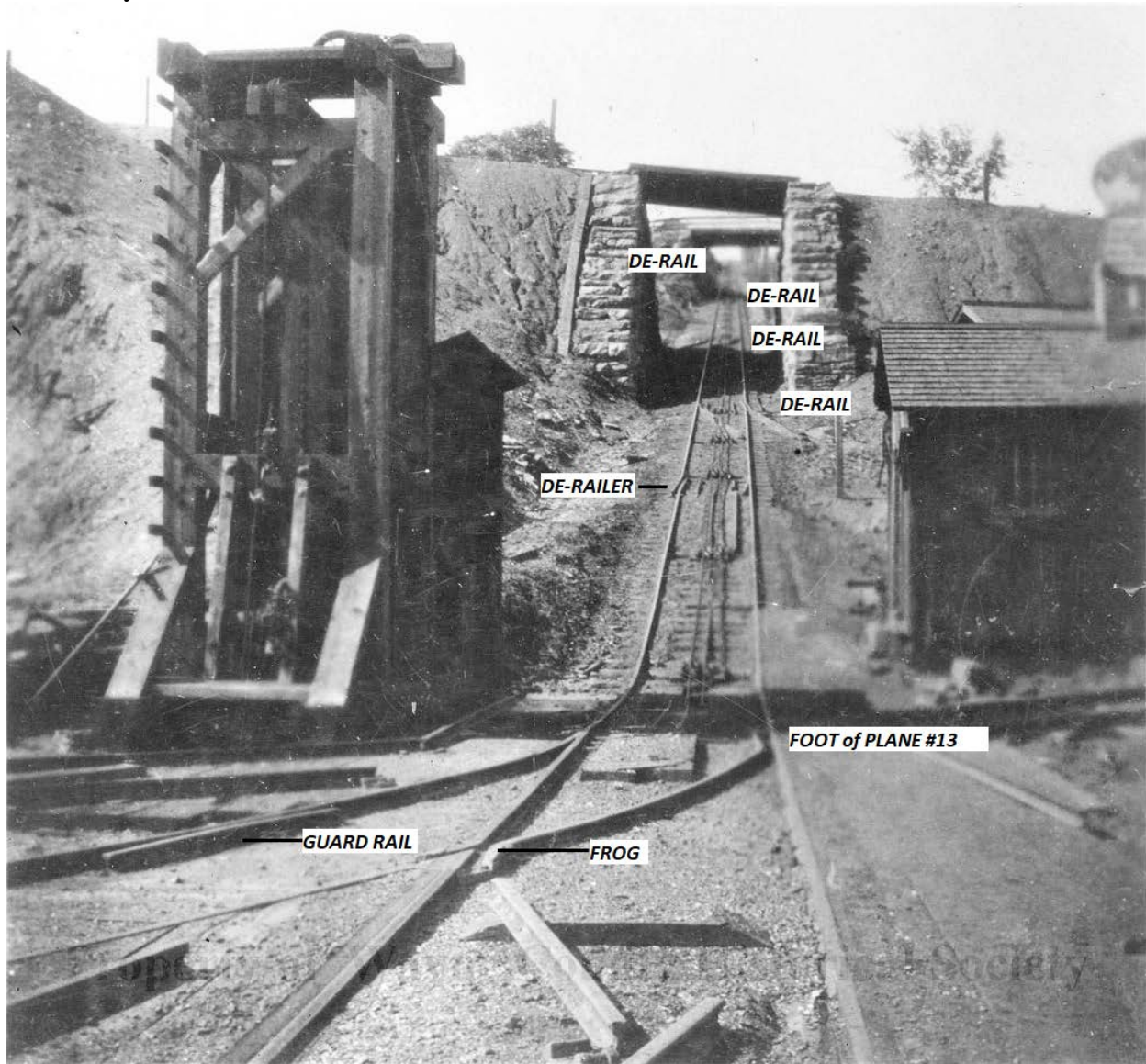
**D&H GRAVITY RR  
HONESDALE, PA.**

**PLANE #13**

**Circa. 1880's**

*Pictured are three of atleast four de-railers spaced at intervals along the plane for safety to workcrews and property located at the foot of the plane should any car or cars break loose while ascending. The de-railers are spring operated allowing cars to ascend the plane with ease and they have guide rails to direct break-aways to either side of the plane as they de-rail - thus allowing for a minimal amount of damage. These de-railers, like everything else on the gravity and the canal, have continually been enhanced from lessons learned over time.*

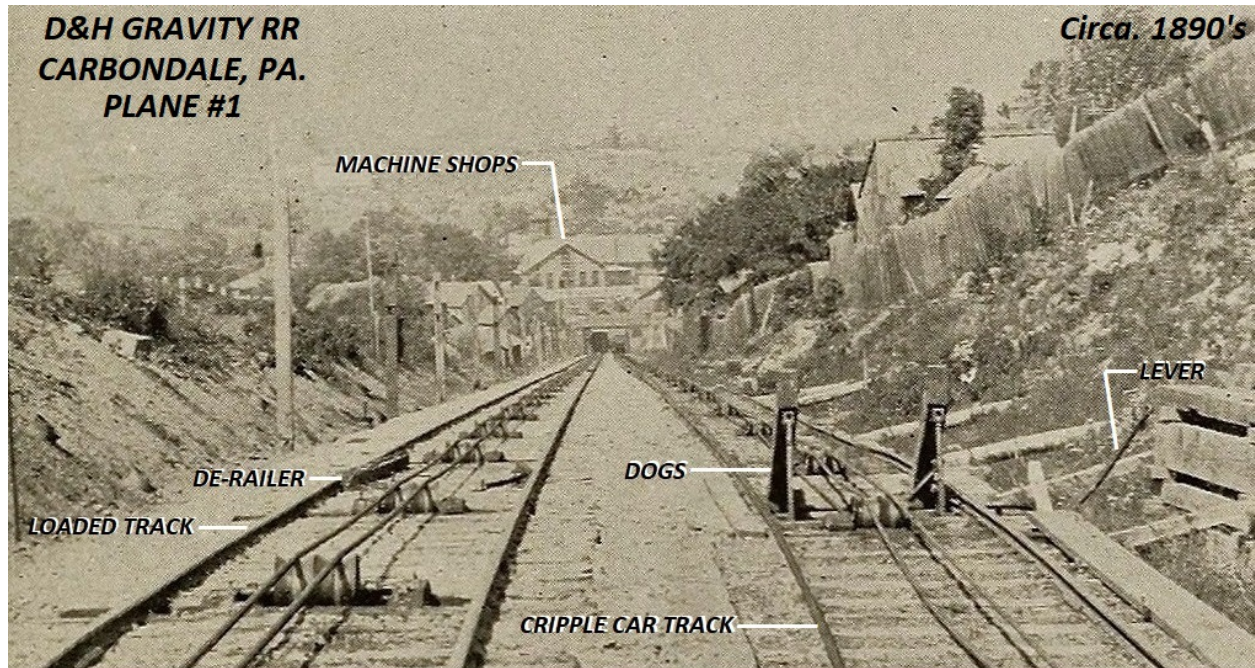
From Stacy Gardner, 04-12-19:



*Circa 1880s - Here is a newly acquired photo of the Foot of Plane #13 showing access from the coal pile side of the plane and an additional de-railer. That makes 5 de-railers plus the dogs for safety. For the life of me I can't understand why we hadn't ever seen this access as it must have been temporary????*



Plane No. 1, showing a derailer and dogs at the head of the plane:

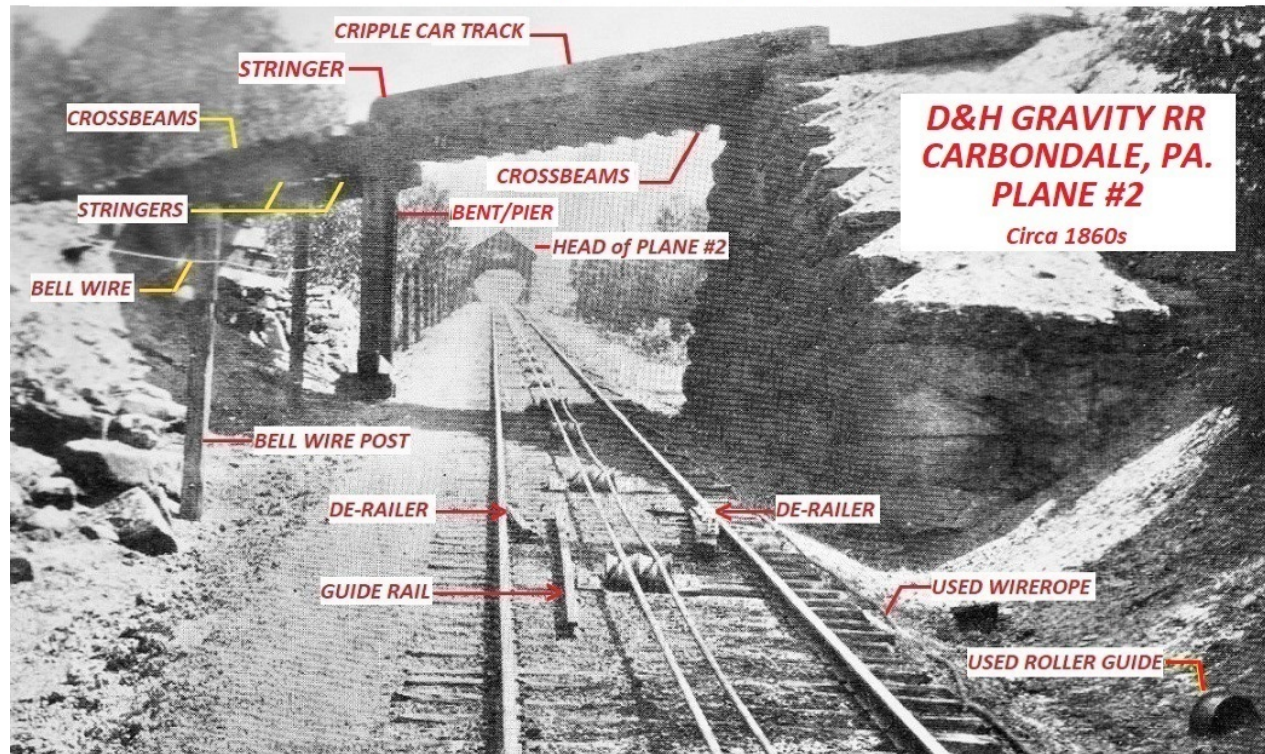


*View looking down Plane #1 from it's head towards the foot of the plane and the D&H Machine Shops. Of note here is the set of "DOGS" (used to prevent rolldowns) that are in the raised position and unlike most that are spring loaded these are manually operated by use of a lever as seen to the right of them. Also of note is the de-railer seen on the loaded track that is two piece - the section on the left is spring loaded and allows cars to ascend the plane, however, should they breakaway it will de-rail the first truck of the car and the other fixed rail piece will help guide the other side of the truck and cause the car to flip - hopefully in a desired direction.*

Note the "Dogs", in an upright position, at the head of the Cripple Car track on the right. They appear to be manually operated by the lever just off to the right. There is also a derailer at the head of the loaded track, on the left in this photo.

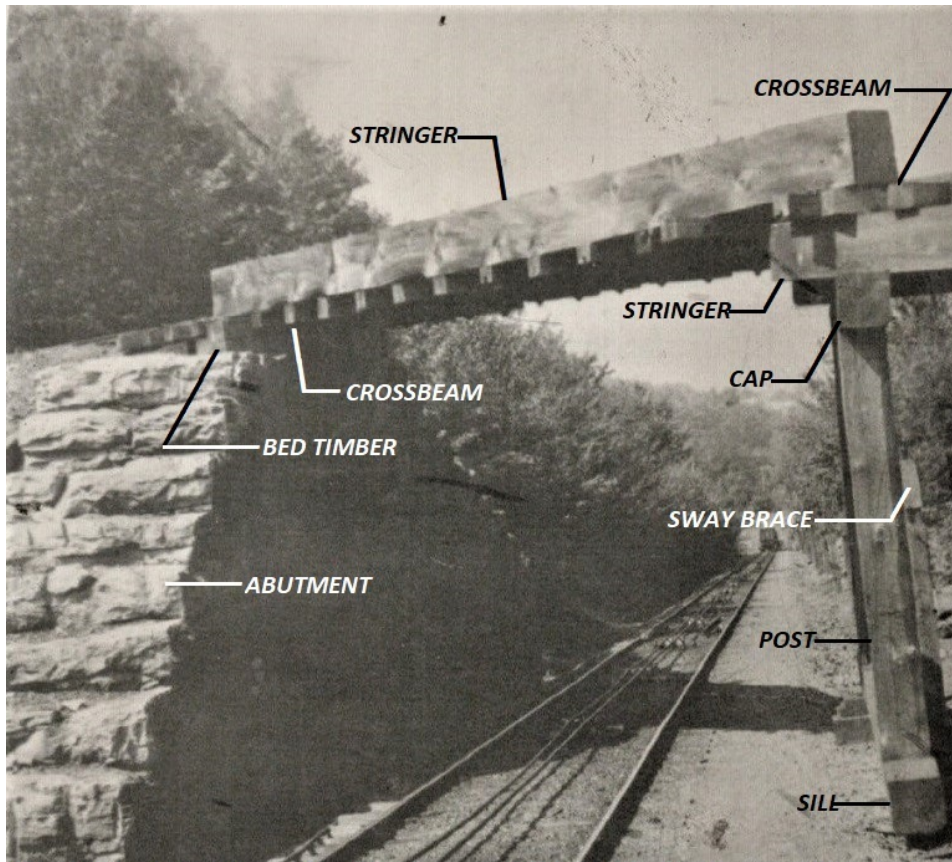


Just below is the timber bridge that carries the cripple car track over Plane #2, it has two spans supported by a bent pier. The span on the right has two stringers supporting 12 crossbeams that are nut and bolted to them from the bottom while the other span has two stringers with the crossbeams nut and bolted to them from the top. See photo of Plane #2, given below, for more information.



Shown is a between-the-rail de-railer on ascending Plane #2 outside of Carbondale. It consists of three parts - two spring loaded de-railers that allow cars to ascend the plane and one stationary guide-rail. The part on the right, which absorbs most of the rollback car's inertia, and the guide rail help to direct the car to one side of the plane. In this case, to the (left ??).

**Bridges by Stacy Gardner:** There were several different types of bridging utilized throughout the D&H Gravity Railroad system, with all being (from what we've seen) timber type structures, from the basic deck to the more sophisticated and complex trusses primarily dependent on span length requirements. Style wise the bridges seem to be based upon European type bridges prevalent in the 18<sup>th</sup> and 19<sup>th</sup> centuries and early American type structures being engineered in the 19<sup>th</sup> century, such as Howe and MacDonald trusses. A lot of the bridging over both the Upper and Lower Boat Basins in Honesdale are good examples of what one would see throughout the Gravity Railroad system, and just like all the other parts that made up the railroad line, they also were improved and upgraded over time.



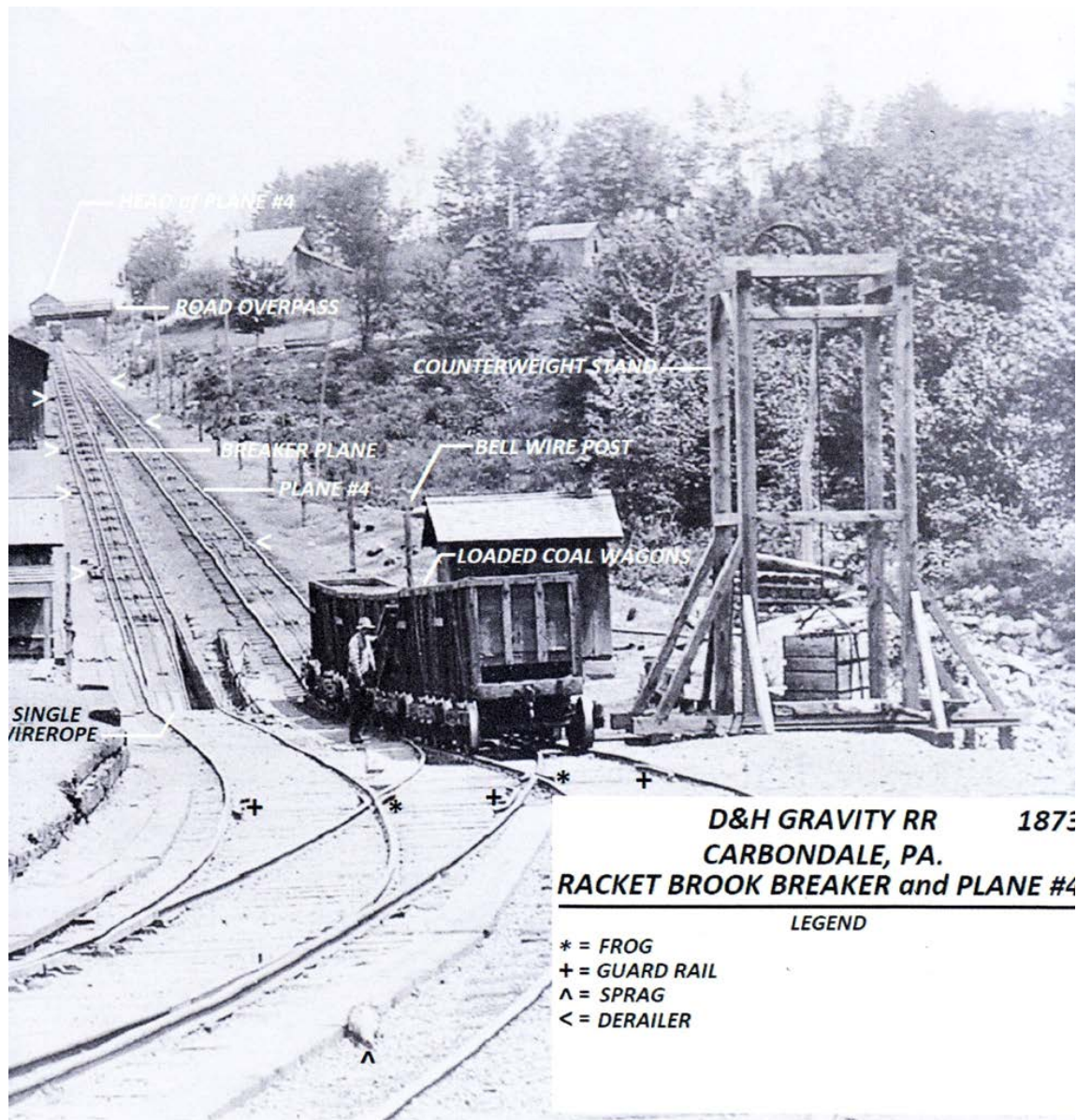
**D&H GRAVITY RR  
CARBONDALE, PA.  
PLANE #2**

*Circa 1860s*

*View looking down Plane #2 and the two span timber bridge that supports the cripple car track that leads back to Carbondale. Of note here are the heavy stringers used in the construction that are approximately 16 inches square by an estimated length of 12 - 16 feet. One can clearly see the nut and bolted crossbeams, that support the track, that are secured to the bottom of the stringers on one span and to the top of the stringers on the other.*



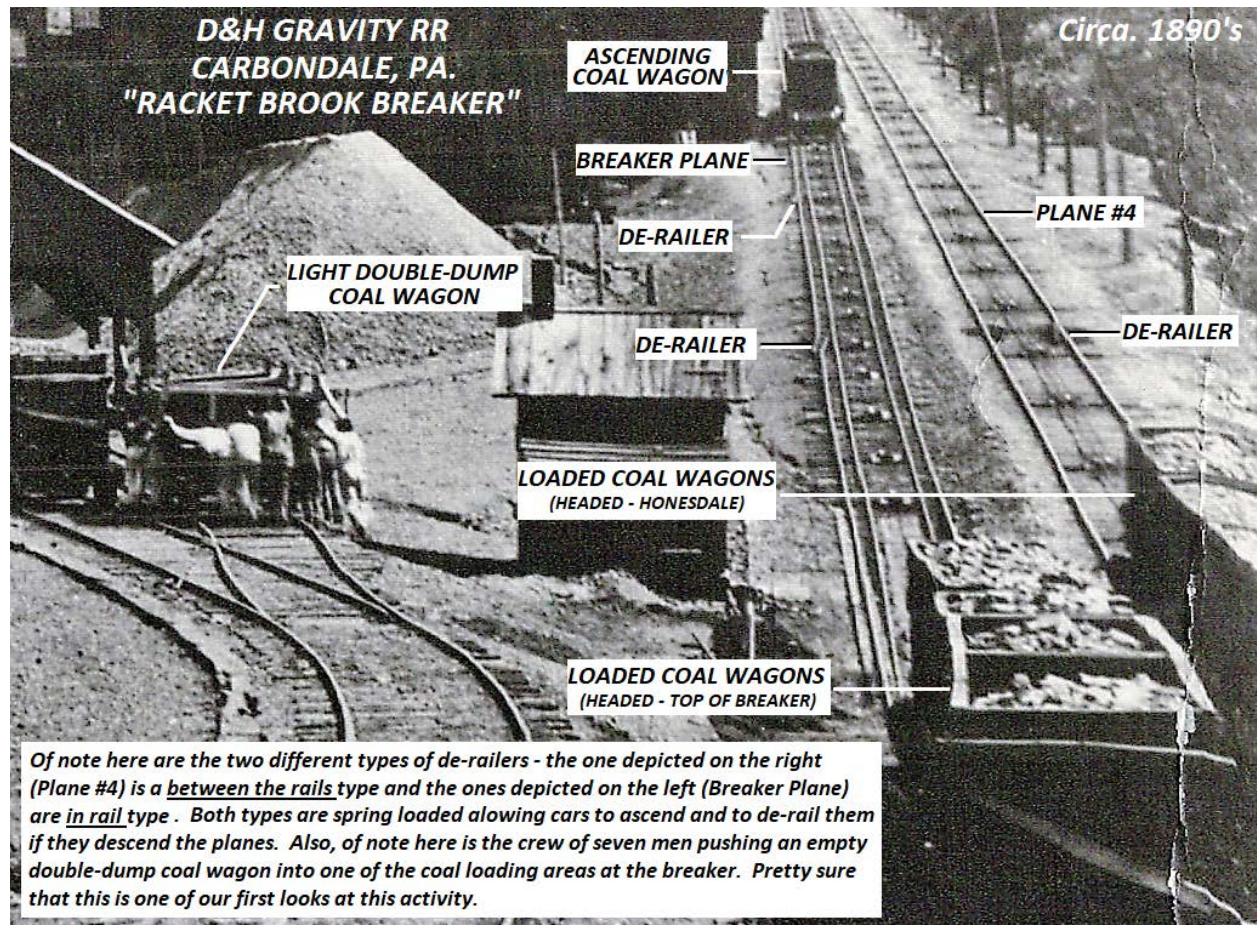
Pane No. 4, showing derailleurs both in the loaded car track, on the right, and in the breaker plane on the left:

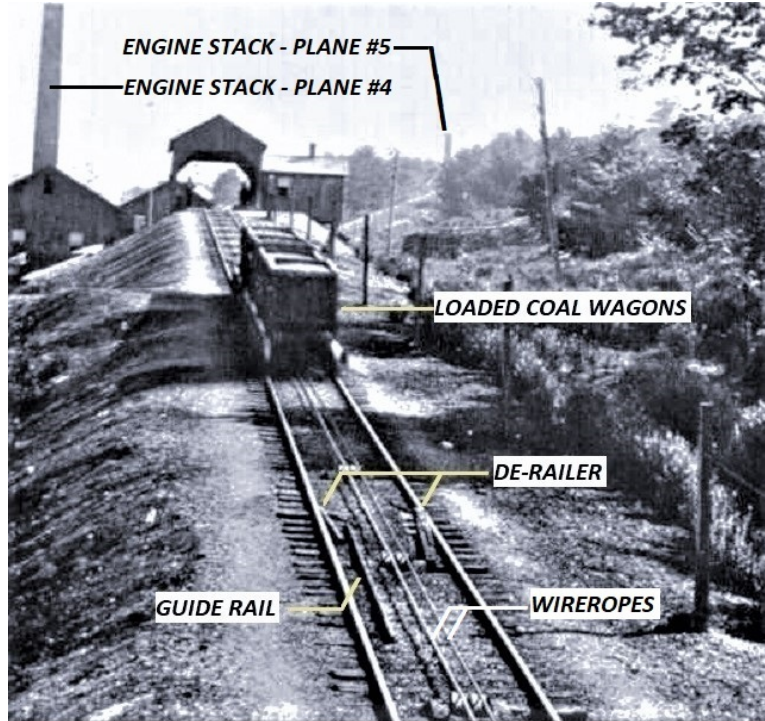


Note the derailleurs in both the loaded car track, on the right, and in the breaker plane on the left. Note also the wagon road overpass, for the turnpike road from Carbondale to Honesdale and the Milford and Owego Turnpike, near the head of this plane. To fully appreciate the size of the Gravity coal wagons, note the cut of loaded cars shown here, with the footman standing beside the cars.



This page: addition on April 2, 2019:





## **D&H GRAVITY RR CARBONDALE, PA. PLANE #4**

**1875**

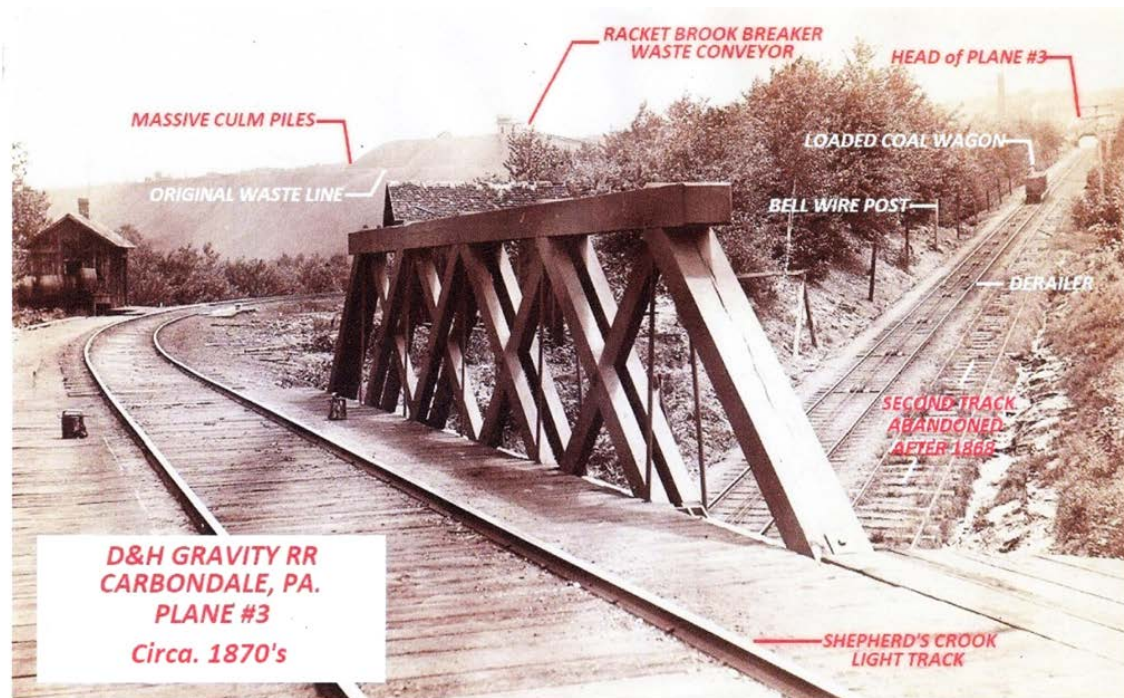
The between-the-rails de-railer has three main elements consisting of two de-railers (left and right side) and a guide rail (left side). The much heavier looking and longer (right side) de-railer is made of wood and strap iron and it is meant to absorb the brunt of the rollback's inertia and helps to get the car up while the left side, with the guide rail, help to keep the car in line and prevent it from crossing over the wireropes.

Pictured is a view looking northeast at the Head of Plane #4 with the stationary engine stack of Plane #5 seen off in the distance. Of note here is a close up look at one of the between-the-rails de-railers on the plane and a trip of loaded coal wagons ascending the plane on their way to Honesdale. The Racket Brook Breaker and Breaker Plane are located just off the lower left edge of the photo.



### Plane No. 3.

Note the derailler in the track on the left in Plane No. 3. This derailler does not have a directional rail between the track for derailed cars.

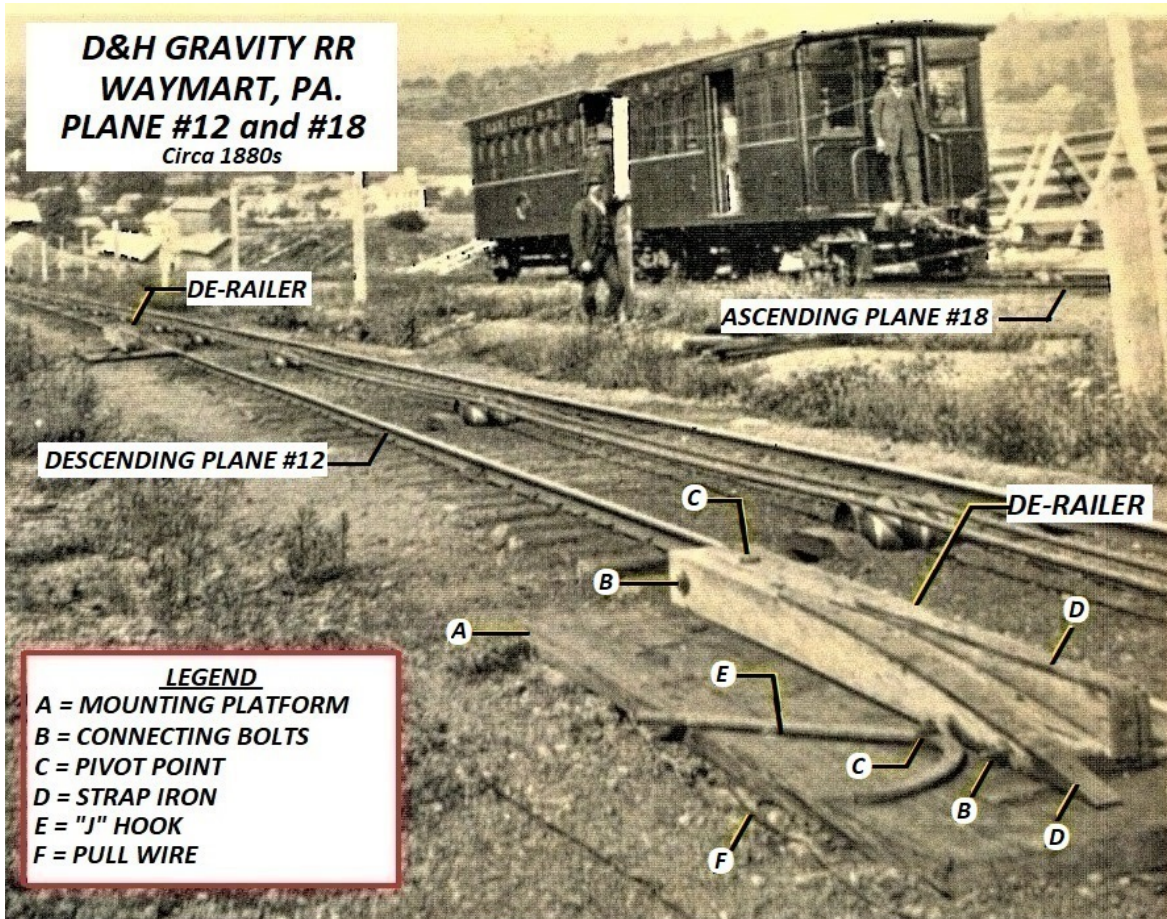


View looking northeast at the light track crossing over loaded Plane #3 just outside of Carbondale. Of note here are the massive culm piles from the Racket Brook Breaker and the abandoned second line on Plane #3. That track was abandoned after 1868 when the light track from Shepherd's Crook was opened. Also of note is the derailler on Plane #3 that doesn't have a directional rail between the track for derailed cars??

Observation by S. R. Powell: When the 1868 light track opened, the light car track was no longer needed on Plane No. 3. On the planes between Carbondale and Farview, before 1868, the loaded car track was on the right side of the plane as you looked up the plane. On the planes between Waymart and Farview, as you looked up the plane, the loaded track (which was a downhill track) was also on the right side of the plane. In this photo of Plane No. 3, the track on the right (the former loaded track) has clearly been abandoned, and the track on the left (the former light track) has become the new loaded track on Plane No. 3.



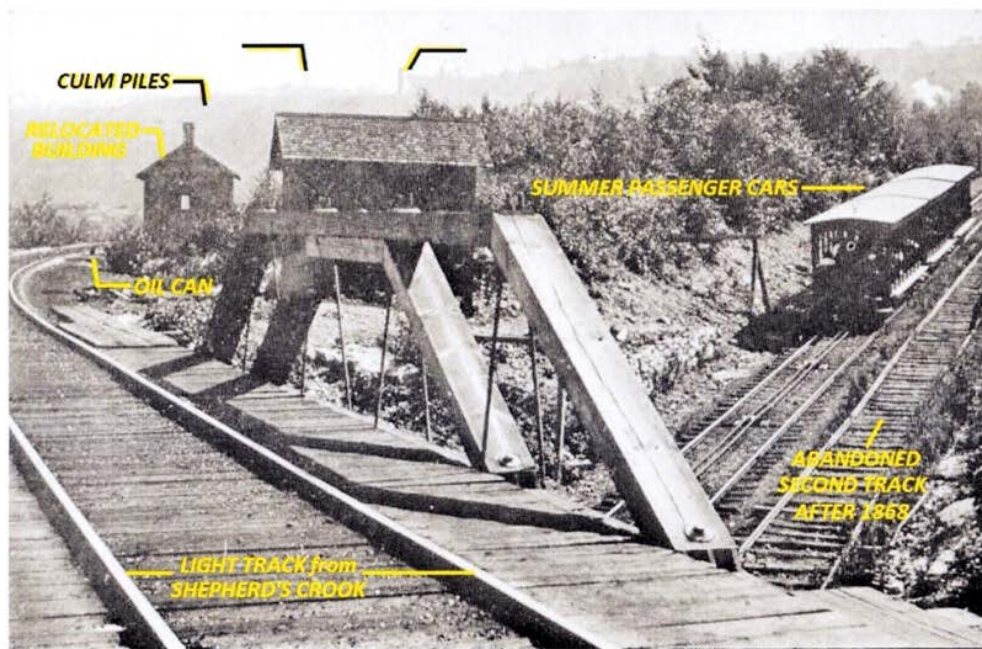
**D&H GRAVITY RR  
WAYMART, PA.  
PLANE #12 and #18  
Circa 1880s**



*Pictured is a close-up view of an outside-the-rail de-railer on descending Plane #12 in Waymart. It is one of at-least three that are on the plane and it is located just below it's head. From what we can tell it is mounted on a wood platform level with the top of the adjoining rail and is operated manually by a pull wire which is connected to a "J" hook that moves the de-railer into position over the rail when required.*

Intersection of Plane No. 3 and the Light Track:

This is the bridge that was constructed over Plane No. 3 when Level No. 20 was opened in 1868.



**D&H GRAVITY RR  
CARBONDALE, PA.  
PLANE #3**

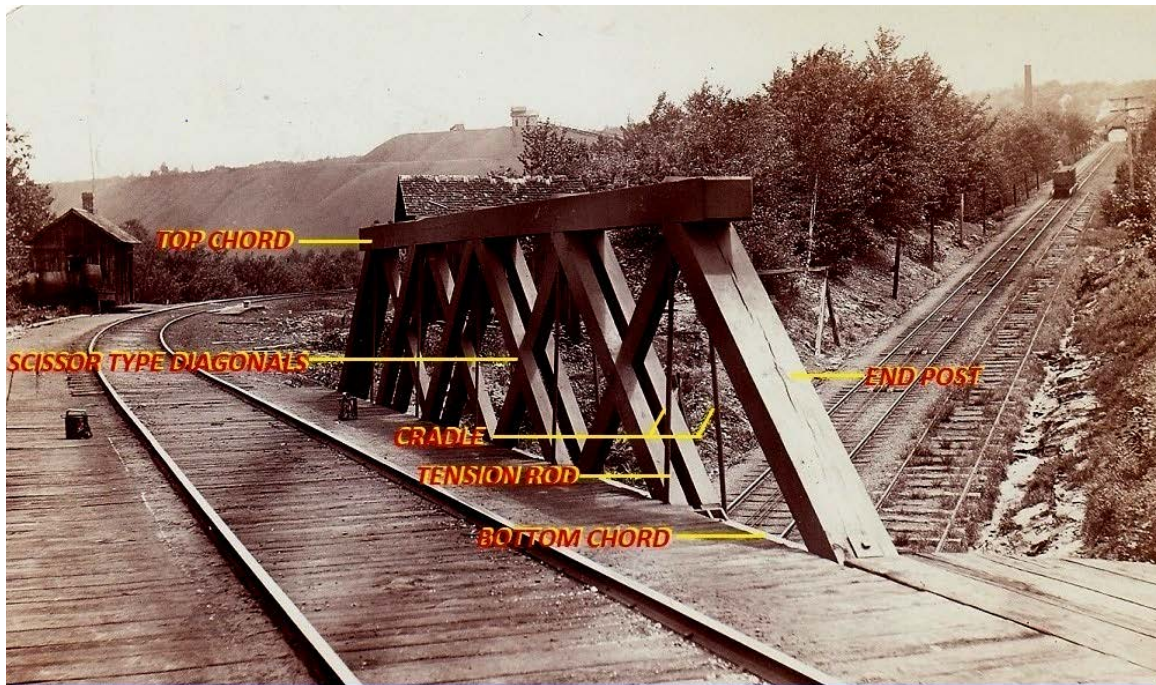
On Thursday morning, April 5, 1877, the first regularly scheduled Gravity railroad passenger car left Carbondale for Honesdale. The fare was 80 cents.

*Circa. 1880's*

View looking northeast at the light track crossing over loaded Plane #3 just outside of Carbondale near White's Crossing. Off in the distance can be seen the culm piles from the Breaker.



The deck truss bridge of the light track over Plane No. 3 shown in the photo below replaced the one shown in the photo on the preceding page.



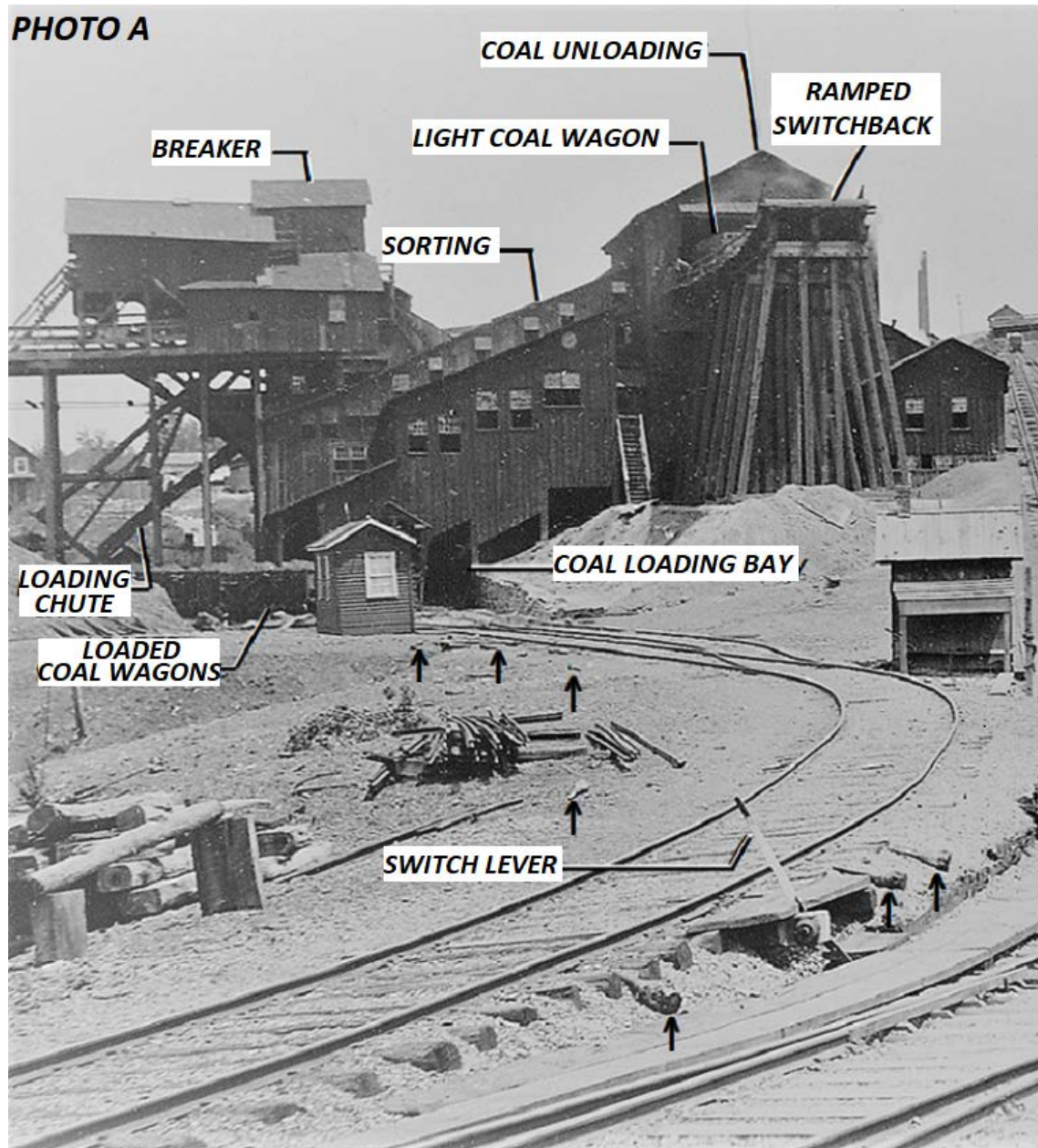
*Pictured is the new deck truss bridge that carries the light line from Shepherd's Crook over Plane #3 just outside of Carbondale. The bridge has a heavier load capacity and is similar in style to a MacDonald Truss bridge. It replaces a lighter load capacity deck truss that originally carried the light line from Shepherd's Crook. Also, the bridge is the same as the light line bridge over Plane #5 and the Plane #23 bridges over the Lackawanna River in Olyphant.*

**D&H GRAVITY RR  
CARBONDALE, PA.  
PLANE #4**

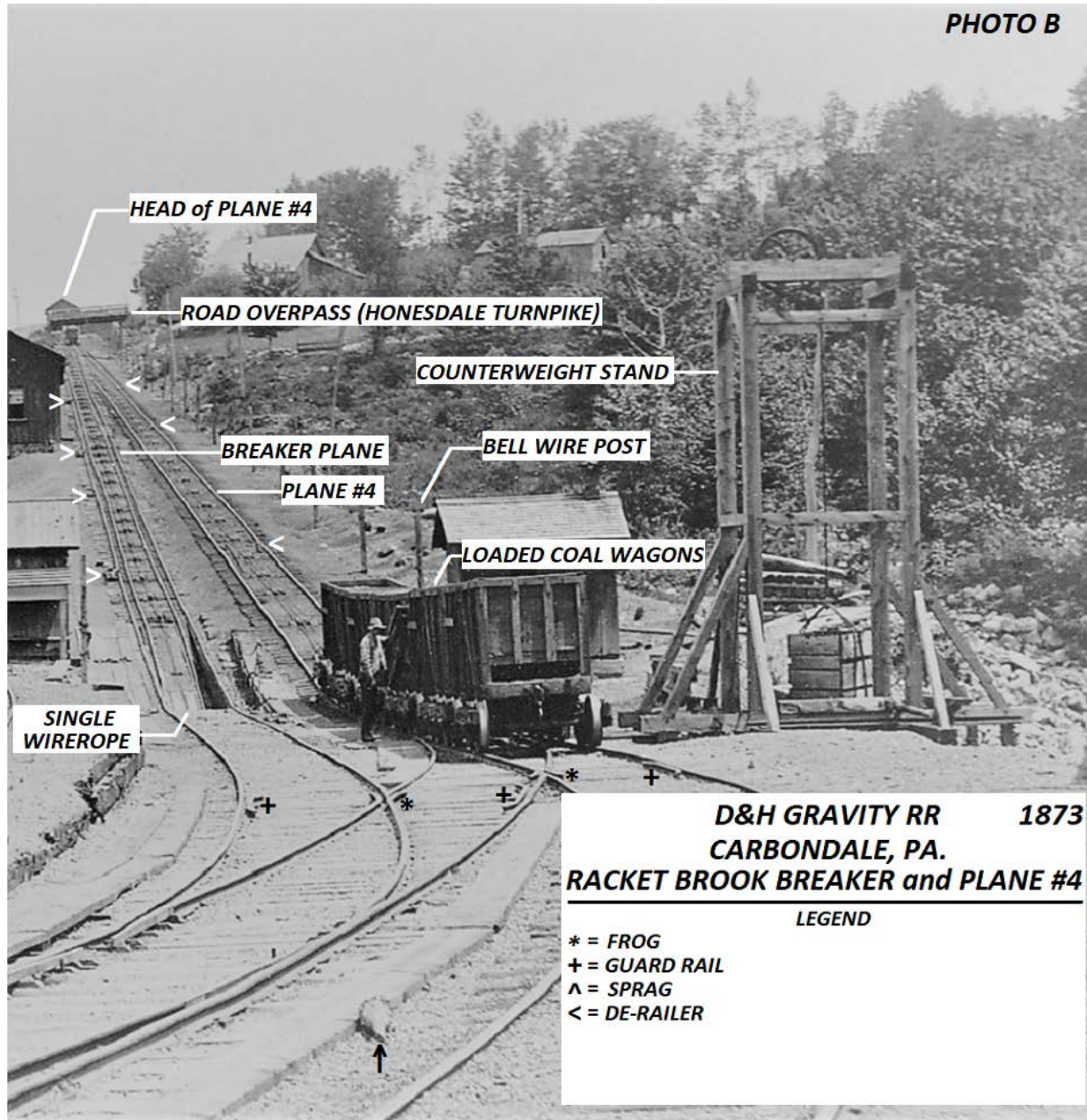
***Circa. 1890's***



**Racket Brook Breaker:**



**PHOTO B**



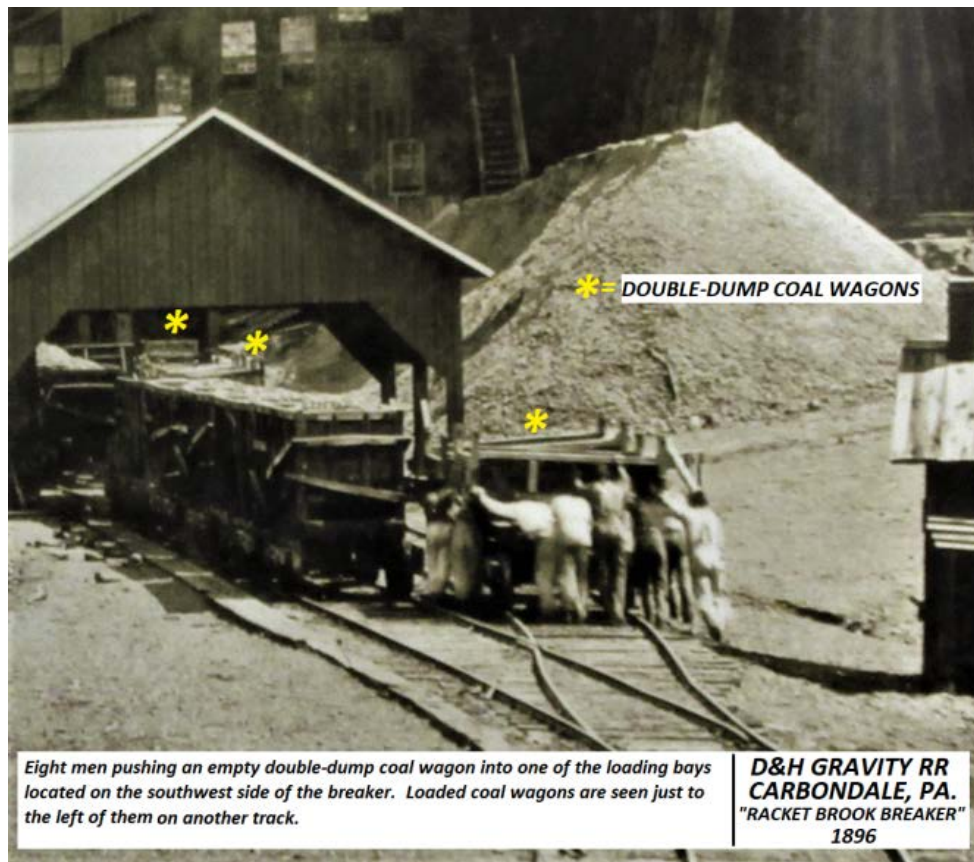


*Racket Brook Breaker.* Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY.





Detail of the photograph shown above:



Stacy Gardner: "These seven men are pushing into the Racket Brook Breaker a flat-car with supplies (lumber, kegs of nails, breaker parts etc) that have been delivered to the base of Plane No. 4. for use in and around the breaker."

Photo from Stacy Gardner, April 3, 2019, of Racket Brook Breaker:

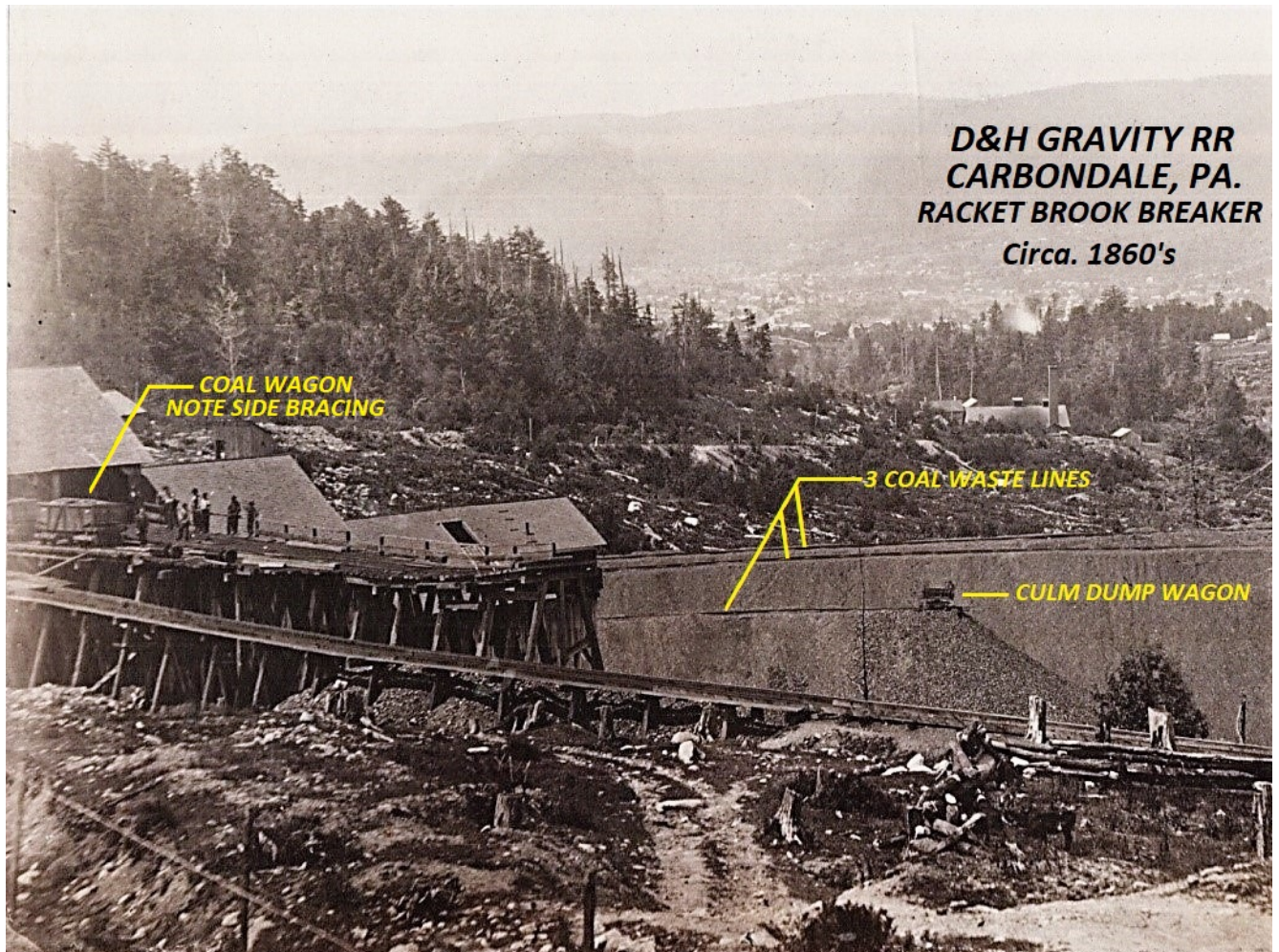


*Racket Brook Breaker*

Note: #1 and #2 are buildings that were still standing after the demise of the breaker.



Photo with identifying labels from Stacy Gardner, March 12, 2019:





RE: the turnpike overpass near the head of Plane No. 4:

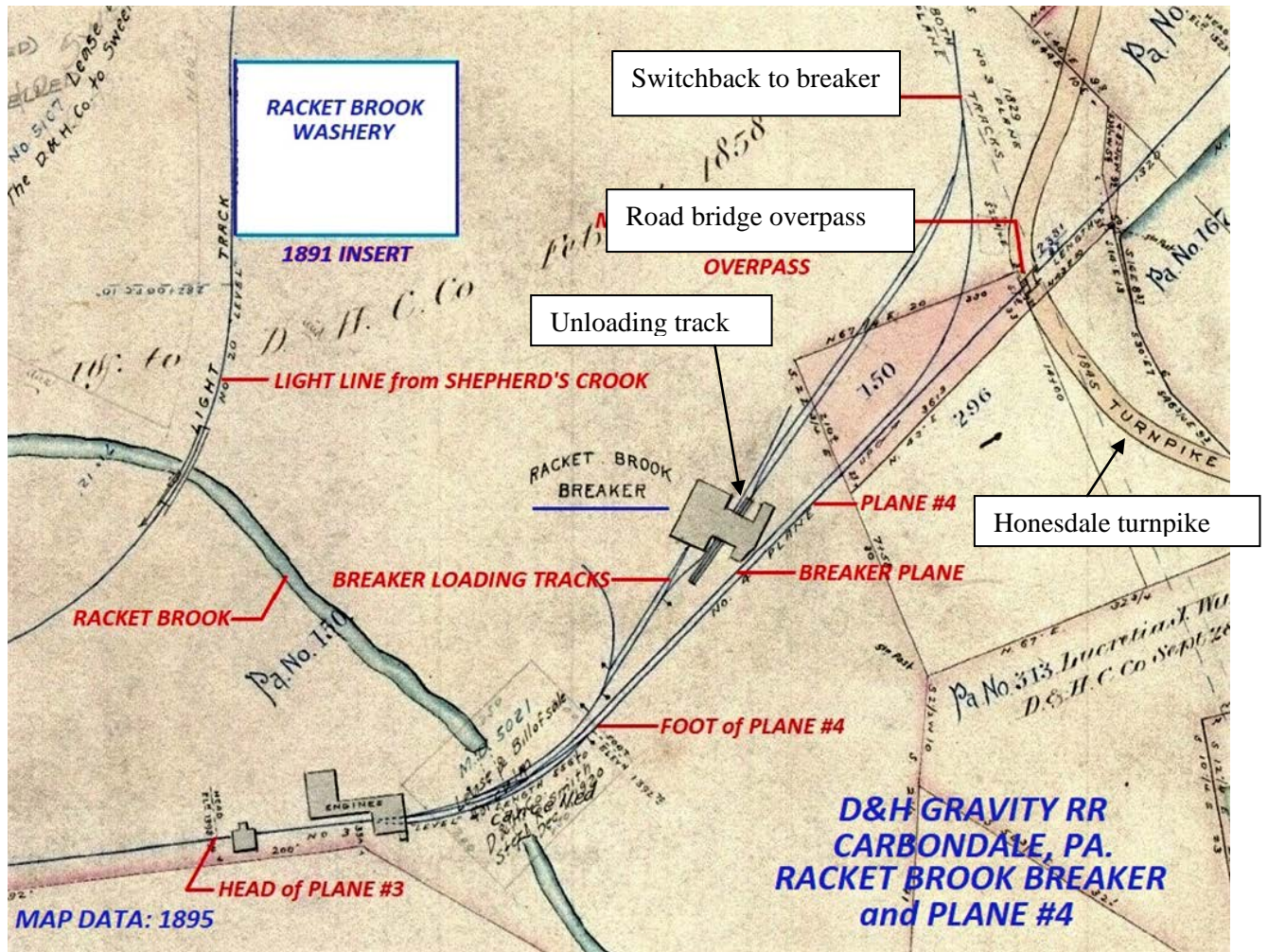
The turnpike road from Carbondale to Honesdale went up the mountain from Carbondale to White's Crossing (but not on the path of present-day Route 6). It then ascended the western face of the Moosic Mountain on what is presently named the Honesdale Road (an original section of which is still in existence: the section from "downtown" White's Crossing to just below present day No. 4 Pond, where the Honesdale Road now merges with Route 6, which was constructed in 1926, after the Gravity Railroad era). The Turnpike Road from Carbondale to Honesdale then merged, near present-day Paul's Towing, in a 90 degree right hand turn, with the Milford and Owego Turnpike.

About a half mile down the Milford and Owego Turnpike, the road makes a sharp turn to the left. If you were to stand in the middle of the road in the middle of this tight curve and face up the hill, you would be looking up the Milford and Owego Turnpike. If you were to stand in the middle of the road in the middle of this tight curve and face down the mountain, looking down the entrance road to State Correctional Institution, you would be looking down the former roadbed of the Milford and Owego Turnpike, this section of which was erased when the prison was built. If you were to stand in the middle of the road in the middle of this tight curve, you would also be standing at the terminus of the Honesdale and Clarksville Turnpike (built in 1831) to Honesdale, which, if you're looking down the mountain, is the road, to the left, that descends the mountain into Waymart and continues on to Honesdale. At the bottom of the mountain, below the prison property, the Milford and Owego Turnpike again comes into existence, and crosses, at the four corners where the Crossroads Bar is now located, the Belmont and Easton Turnpike. The Milford and Owego Turnpike then continues, straight ahead, towards Hawley.

The turnpike overpass shown on the map below is the overpass for the Honesdale Turnpike in its ascent/descent of the western face of the Moosic Mountain from 1859, when D&H Configuration No. 3 was completed, until the closing of the Gravity Railroad at the end of the century.

Beginning, in all probability, a short time after the 1859 configuration of the Gravity Railroad was in place, the original route of the Milford and Owego Turnpike across the top of the Moosic Mountain and down to White's Crossing\* was abandoned, and a new route for the Milford and Owego Turnpike across the top of the Moosic Mountain and down to White's Crossing was chosen. This new roadbed for the Milford and Owego Turnpike was the same roadbed as that of the Honesdale Turnpike between those two points. (At White's Crossing, it must be noted, the two turnpikes separated: the Milford and Owego Turnpike went straight down the mountain to Simpson, and the Turnpike Road to Carbondale turned to the left and went down the mountain into Carbondale.)

As such, the turnpike overpass shown on the map below was also the overpass for the Milford an Owego Turnpike in its ascent/descent of the Western face of the Moosic Mountain through this area from a short time after 1859 until the closing of the Gravity Railroad at the end of the nineteenth century.



More on the *Owego Turnpike* by S. R. Powell:

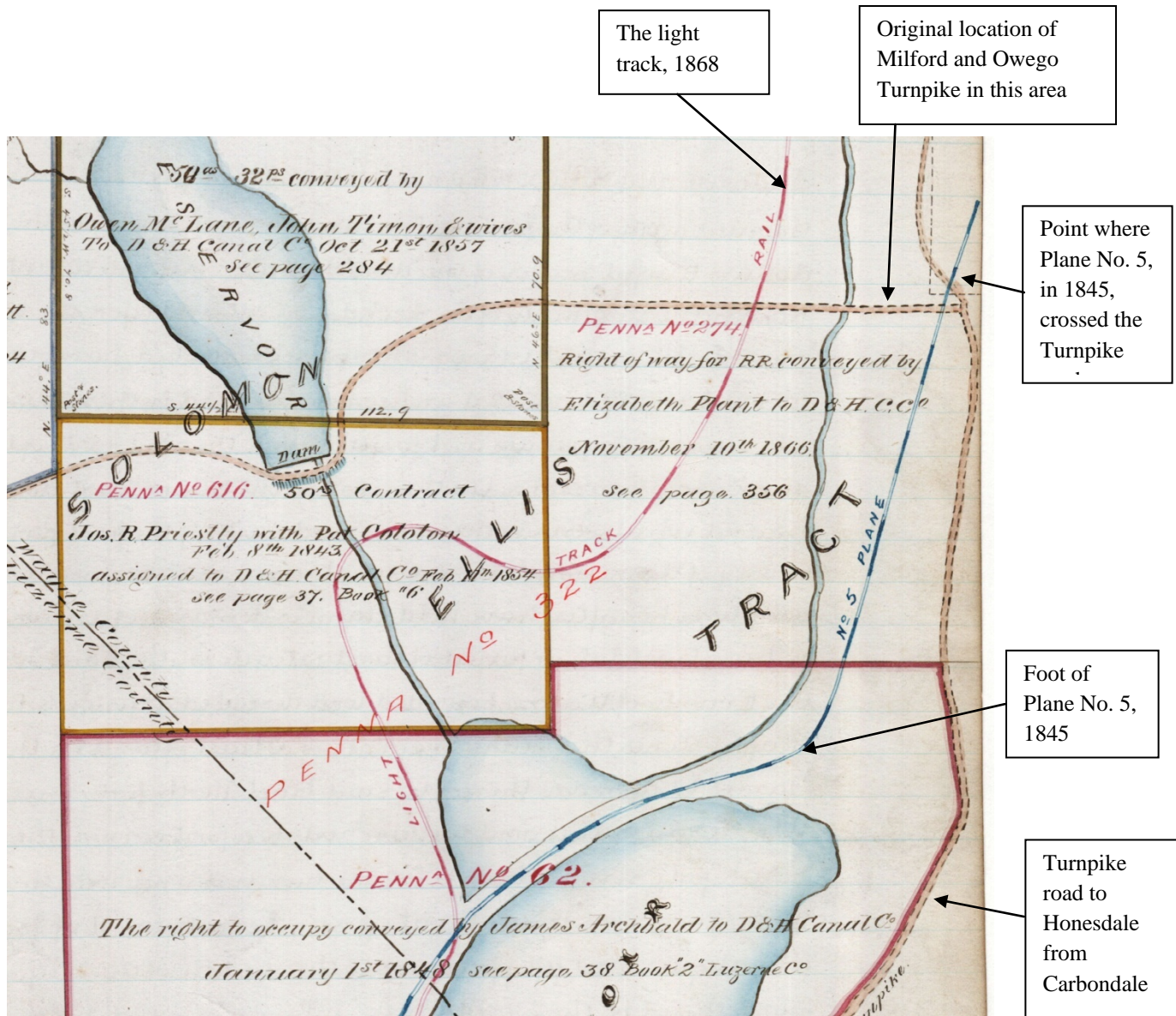
**Early History:** The Milford and Owego Turnpike Road Company was incorporated on January 26, 1807, and earned tolls for the benefit of the stockholders. Construction was underway in 1815. In 1818, a lottery was held to fund the road and the legislature of Pennsylvania made an additional grant for its completion. The road opened in 1824. The Milford and Owego Turnpike Pike was distinguished by its remarkably straight course through northeastern Pennsylvania, crossing stream valleys instead of following their easier contours to achieve its northwestern destination. As such, it was an expensive road to build. This turnpike made it possible for travelers to go from Milford on the Delaware River (with its access to the Atlantic Ocean via Delaware Bay at Philadelphia) to Owego, New York. Col. Frederick Bailey and Putnam Catlin, among others, served as treasurers for the road. Among the gatekeepers were Elias West, Noah Rogers, Charles B. Seaman, Moses Coborn, and Edward Otto. By 1831, tolls received were in the range of \$2,000.

**Original Configuration:** In its original configuration, the Milford and Owego Turnpike, after crossing the Belmont and Eastern Turnpike in Waymart (the crossing is the four corners where the Crossroads Bar is now located) went directly up the mountain, passing through what is today the State Correctional Institution area, and merged with the Turnpike Road from Carbondale in the area where Paul's Towing is now located. The Milford and Owego Turnpike then went West for about a half mile on the Turnpike Road from Carbondale, before making a ninety degree turn to the right (see map below) and continued to the West, passing between No. 4 Pond and No. 7 Pond, and eventually passing under Plane No. 6 on the Gravity Railroad, after which it descended the mountain to White's Crossing and then down the mountain into Simpson. This is the path that the Milford and Owego Turnpike followed up to 1859 and possibly later, when a new path for the Milford and Owego Turnpike down the mountain to White's Crossing was adopted.

Given below is the map that is given on page 77 of Volume II (on the 1845 configuration of the Gravity Railroad) in the present author's 24-volume series on the D&H. On this map, the original location of the roadbed of the Milford and Owego Turnpike across the top of the Moosic Mountain is shown.

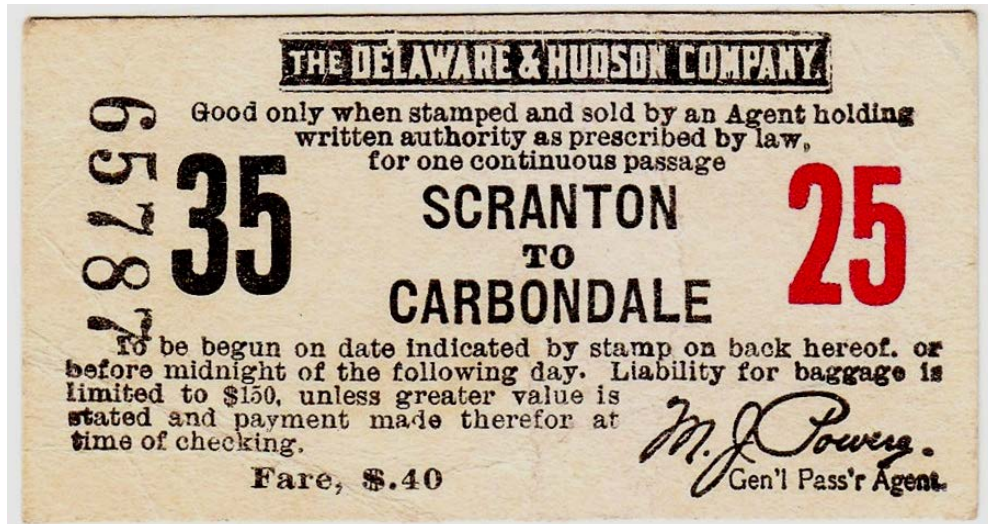
This map illustrates the release, dated August 11, 1856, between Henry Edgett / Horatio N. Edgett and The Delaware and Hudson Canal Company. This release is given on page 274 of D&H Deeds PA; the map on page 275.





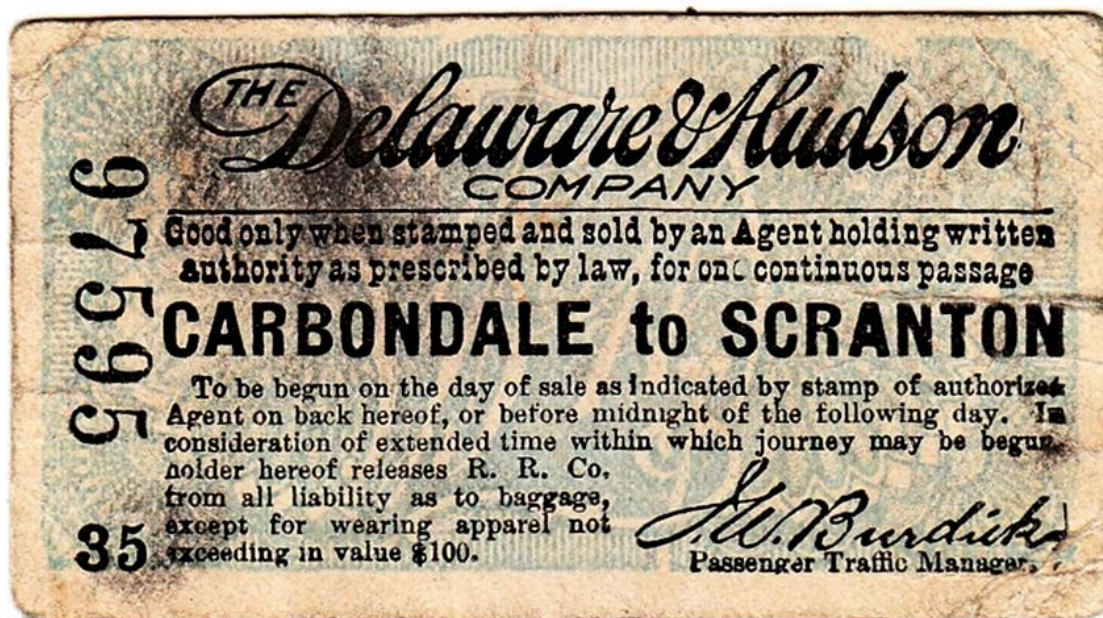
73. **Addition for Volume X:** Two D&H tickets, Carbondale/Scranton, in the collection of Bruce Smallacombe, Jermyn, PA; tickets borrowed for presentation here on February 26, 2019:

Scranton to Carbondale D&H ticket, No. 65787, "Fare, \$.40," date stamp on reverse reads "JUL 27 ' 5"

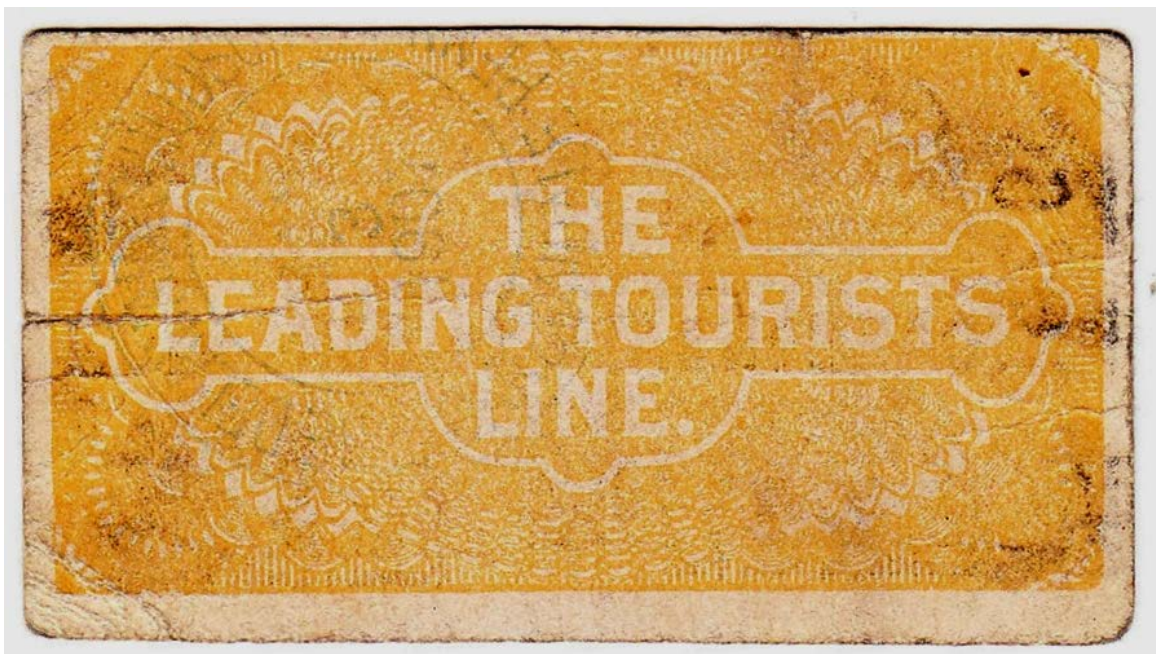




Carbondale to Scranton D&H ticket, No. 97595, date stamp on reverse reads “ ? ? ? ? 1907 ”



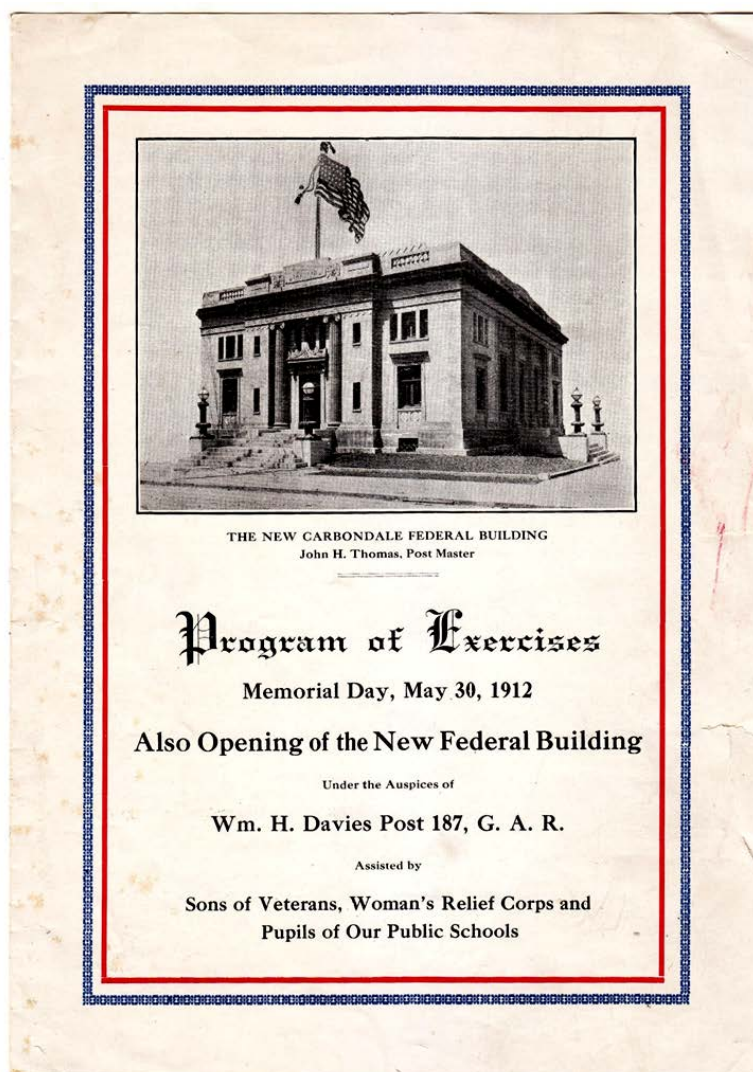
Imprinted on the back of this ticket is: “The Leading Tourists Line”





74. **Addition for Volume XXIII:** Quality of Life: “Program of Exercises, Memorial Day, May 30, 1912, Also Opening of the New Federal Building...”, in the collection of Bruce Smallacombe, Jermyn, PA, borrowed for presentation here on February 26, 2019.

Working in the anthracite mines and on the railroads was hard work and on-the-job accidents were many, but the quality of life of those who lived and worked in the anthracite coal region was good, very good. They loved their communities. *Civic pride, patriotism, and respect for the dead* were primary virtues in their lives and in their communities. Events like the dedication of “The New Carbondale Federal Building” and the Memorial Day program of events in 1912 that are described on the flyer shown below are proof of that pride, that patriotism, and that respect.



# MEMORIAL DAY PROGRAMME

---

Graves Will Be Decorated and Service Held at  
Memorial Park—Divine Service Sunday  
Night in Methodist Church—Exercises  
in High School—Dedication of  
New Government Building

---

Headquarters Sergeant William H. Davies Post No. 187, Department of Pennsylvania, Grand Army of the Republic, Carbondale, Penna.  
Special Order No. 1.—

Once again the season of flowers admonishes us of the approach of our sacred Memorial Day. So important is every act of love and memory, perpetuating the memory of our departed comrades in arms. It is now forty-four years ago, that the observance of the 30th of May each year was inaugurated "With the hope that it will be kept from year to year while a survivor of the war remains." The hope thus expressed by Comrade John A. Logan, Commander-in-Chief, has thus far, been fully realized. Forty thousand new graves are to be decorated the coming Memorial Day. In this number Post 187 has added its quota in the loss of Frederick Gelder, William H. Williams, Rensselaer Ottman, Nathan D. English, William Miller, George Hull, Edwin T. Davis, Patrick Horan and Rev. William M. Hiller, of Factoryville Post."

"No more shall fall on blue and grey the leaden hail of yesterday, but tender flowers shall fall instead to grace the graves where rest our dead."

"The Post has arranged to attend divine service at the First Methodist church on the Sabbath evening preceeding Memorial Day. Rev. F. D. Hartsock will preach the sermon. The Post will meet at headquarters at 6:30 in uniform—white gloves; also the Sons of Veterans and Woman's Relief Corps at same time and place.

Also the same orders are invited to attend a Memorial exercise at Central High school on Wednesday afternoon, the 29th. Will meet at Post Headquarters at 1:30. Comrades and Sons of Veterans will be in uniform.

Veterans who may be too feeble to come, Prof. Loftus says, will be called for and returned home in automobiles.

Comrades and the other orders, ought to encourage patriotic teaching in the public schools.

At the close of the exercises on Memorial Day the Woman's Relief Corps will furnish dinner at Watt's hall to Post, Sons of Veterans and drum corps, at 2 p. m. Post meets at 8 o'clock a. m.

Submitted—Charles O. Ellis,  
Attest Post Commander.  
John J. Bowen,  
Adjutant.



## PROGRAMME AT MEMORIAL PARK.

Raising National colors at sunrise, R. Udy.

Firing salute, Troop D, Sons of Veterans.

After the above at 9:30 a. m., the colors of Post, Drum corps and pupils will enter gate right and left and parade around the monument to near the front gate. The Drum corps playing a dirge from the start of the column on the right of same on Church street. After halting, the pupils of the Eighth grade of High school and No. 10 school will sing "America," assisted by their teachers, the Misses Kilhullen, Boland and Wallis.

Invocation, Rev. F. D. Hartsock, Ph. D.

Calling the Silent roll, John J. Bowen.

Response on muffled drums, Vandling Drum corps; Decorating the Monument by Goddess of Liberty and Goddess of Peace.

Assembly and Taps by Bugler Walter Bryden.

Firing three volleys, Troop D.

Then the subjoined route of parade will follow; then halt at the new U. S. postoffice. After arriving at the postoffice the pupils will quickly resume their places on the steps and carry out the following program:

Song—"Battle Hymn of the Republic," Pupils.

Recitation—"Lincoln's Gettysburg Address," Robert McGowan, pupil of High school.

Song—"Carbondale, My Carbondale," Pupils.

Congratulatory address.

Song—"Columbia, the Gem of the Ocean," Pupils.

Flag salute, Pupils.

Raising the National ensign, Janitor of Postoffice and Adj. J. J. Bowen

Song—"The Star Spangled Banner" Pupils.

Congratulatory address, E. A. DeLaney, Esq.

Saluting the flag by three volleys Troop D, Sons of Veterans.

Assembly and Taps by Bugler Walter Bryden.

## ROUTE OF MARCH

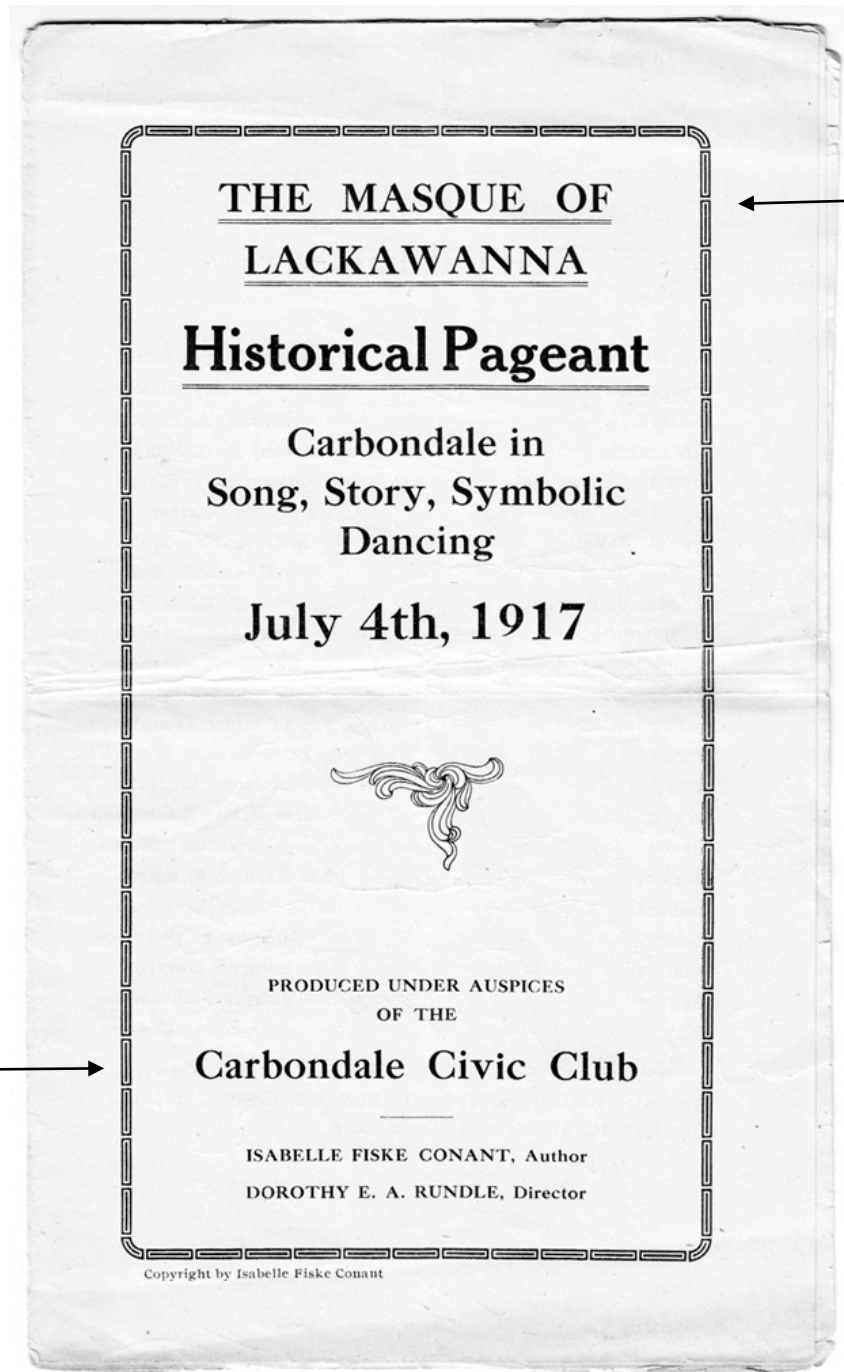
Column to form on Church street right near Park Place. The firing squad will enter park after pupils have taken their places. From park and Park Place down Main street to Eighth avenue and countermarch to

Seventh avenue to River street, up River street to Salem avenue, then up North Church street to Belmont street, countermarch at Clark avenue to Church street to Sixth avenue from Sixth avenue up North Main street to new Postoffice.



75. **Addition for Volume XXIII:** Quality of Life: “The Masque of Lackawanna / Historical Pageant / Carbondale in / Song, Story, Symbolic Dancing / July 4th, 1917” by Isabelle Fiske Conant; in the collection of Bruce Smallacombe, Jermyn, PA, borrowed for presentation here on February 26, 2019.

That “The Masque of Lackawanna” was written and produced in Carbondale in 1917 is proof positive that artistic and intellectual activity of the highest order was not incompatible with daily life in the anthracite region of Pennsylvania. The fact that this Masque was produced under the auspices of the Carbondale Civic Club, an organization of the women of Carbondale whose goal was to enhance the quality of life in the City of Carbondale, makes that very clear. The primary purpose of this club, we learn from the final page of this program (shown below) “was the betterment of the City we all love.”



**Masque:** The masque was a form of festive courtly entertainment that flourished in 16th- and early 17th-century Europe. The masque tradition developed from the elaborate pageants and courtly shows of ducal Burgundy in the late Middle Ages.

The fact that the primary subject of this “Masque of Lackawanna” is anthracite coal, “the sunshine of ages past”, is astonishing. The advanced intellectual activity that resulted in this historical pageant in Carbondale during the second decade of the twentieth century is wholly comparable to the advanced intellectual activity that was going on in Paris at the same time.

## Cast of Characters

---

Lackawanna .....	Miss Eleanor Jones
Progress .....	Wesley Baker
Nature .....	Mrs. J. A. Patten
Anthracite .....	Miss Dorothy E. A. Rundle
Spirit of River .....	Miss Gladys Reese
Spirit of Hills .....	Miss Mildred Patterson
Spirit of Valley .....	Miss Marion Munn
Indian Chief .....	Henwood Bone
Leader of Pioneers .....	E. O. Zarker
Carbondale .....	Winfield Smith
Industry .....	Chester Patterson
Trade .....	Miss Gertrude McCawley
Invention .....	Miss Violet Tanning
Fame .....	Miss Cecille Wade
Toil .....	Nelson Watkins
Waste .....	Miss Hettie Robbins
Greed .....	Walter May
Service .....	Miss Bernice Sampson
Education .....	Miss Susan Stephens
Science .....	Lyman Spencer
Justice .....	Miss Mildred Morrison
Beauty .....	Miss Natalie Fulkerson
Play .....	John Beach

Groups of Sun Spirits—Nymphs, Birds, Flowers,  
Animals, Butterflies, Indians, Pioneers, Smoke, Flame,  
Immigrants, Smoke and Steam.

**Eleanor Jones** was surely one of the most astonishing and remarkable women in the history of Carbondale. Her mother, née Margaret Russell, and the author's maternal grandfather, William Anderson Russell, were siblings.

Given the complete text of *A Masque of Lackawanna* that follows, this *Historical Pageant Carbondale in Song, Story, Symbolic Dancing* could be staged at present anywhere in the world. It is, in a hundred ways, an astonishing work of art.

## A Masque of Lackawanna

### Episode 1 ..... The Prologue

Lackawanna comes with Nature and Progress.

- (1) The Spirit Lackawanna bright  
Long ruled the Blue Ridge vale  
E're Indians feared conquerors white  
Or the world knew Anthracite  
Or men built Carbondale.
- (2) With sunshine of the ages past  
She filled each dusky hole  
Of ancient trees the hills kept fast  
Within to render man at last,  
Deep hearts and veins of coal.
- (3) Until man came with too much power  
The nymphs and dryods played  
With fawn and fay in sun and shower  
And golden was the olden hour  
Of Indian brave and maid.
- (4) But man had heard a tale of gold  
Of the black diamonds' gleam  
That hid within the mountains old  
Sunshine, that might be brought and sold  
Beside the silver stream.
- (5) How changed in color and in form  
But when at last set free  
Its heat remembers summers warm  
It conquers winter's cold and storm  
And speeds the ships at sea.
- (6) Then Lackawanna sent a sprite  
For this man's new found home,  
Carbondale, guardian day and night  
Brother soul to Anthracite  
With Progress for his own.
- (7) Progress his servant, his hand maid  
And sturdy Industry  
Strong here were our foundations laid  
Our product of the sun and shade  
Goes forth from sea to sea.
- (8) Forth from this valley thru the states  
Our coal has fed the flame  
Of hearth and hall and city gates  
And transportation ever waits  
Upon its mighty name.



(9) In hordes men came, and trees were felled  
To break a path for stream  
Till woods were gone that Dryods held  
And all the wild folk were dispelled  
Like creatures of a dream

(10) The river's course was choked by trade  
Naught could lead back to light  
Its silver stream, and none would aid  
Its sick and helpless and afraid,  
To set Trade's failures right.

(11) Strong were the sturdy pioneers  
Steadfast was their desire  
Their hopes were stronger than their fears  
Tho thrice within those early years  
They suffered punishment of fire.

(12) After the fire new courage came  
A new and better day  
And education with her train  
Of service, science, industry,  
And Beauty, twin to play.

(13) Still are the wild folk here, you'll see  
Who keep your spirit pure  
Pan o' the woods, nymph of the tree  
Bidding man's heart be kind and free  
And like the children's sure.

"Sunshine Turned  
Into Coal:

→ **Episode 2 ..... Sunshine Turned Into Coal**

The dance of the sun spirits; Nature captures their leader and changes her into Anthracite.

**Nature—**

You must be captive many thousand years  
Within my dungeon dark, but have no fears  
You yet shall burst upon the world in flame  
And all mankind shall wait upon your name.

**Episode 3 ..... The Nature Revel**

Nature summons her Spirits to dance before Lackawanna.

Spirits, the Hills, the Valley, and the Stream, with their attendant nymphs; the Flowers and the Butterflies, the Birds and the Animals.

All—Hail Lackawanna, hail! we sing to thee  
In every silvery stream and blowing tree.

**Lackawanna**

All here is beauty and all here is peace  
Dance for me Nymphs and Dryods of the trees  
And all the lovely Zephyrs of the Hills  
Dance 'neath the open sky as nature wills.

**Episode 4 .....The Days of the Indian.**

The Indians come to dwell with the Nature spirits, and are welcomed by Lackawanna.

**Lackawanna**

Come friendly Red Man, You we do not fear  
You love us all the long and changeful year  
Our stream shall give you bright and shining food  
Your furs our little creatures of the wood  
The trees delight to be your board and bed  
We live again in you, we are not dead  
We give our bodies to you, we were made  
The Red Man thus to house and feed and shade  
For in the Indian the Great Spirit sees  
His little children, like the Hills and Seas.

**Indian Chief**

Peace to thee Lackawanna, we shall share  
Thy valley and for all thy wood folk care  
Our little brothers shall thy people be  
We'll name our chiefs from rock and cloud and tree.

"The Early  
Settlers Discover  
Anthracite"

**Episode 5 .....The Early Settlers Discover Anthracite**

The Pioneers come led by rumors of coal, the discovery of the powers of Anthracite, the founding of Carbondale.

**Leader of the Settlers**

Who are you strange bright spirit, bright yet dark?

**Anthracite**

Another era for the world I mark,  
Many shall come to find me, more shall follow.

**Leader of the Settlers**

Where do you live?

**Anthracite**

Within the mountains hollow  
Long have I hidden there. Many seek my treasure  
And soon shall find it, for it is my pleasure  
Then at my bidding all the ships at sea  
Shall speed, man's errands all shall wait on me  
My time is soon, within the mountain's heart  
Mankind shall toil and at my bidding start.

**Lackawanna**

This brilliant and mysterious stranger  
Who brings us fame and yet the tho't of danger  
Knocks at my heart, for unknown change has come  
To drive my subjects from their peaceful home  
Resume your dance of freedom while you may  
What the Great Spirit wills we must obey.

**Anthracite**

I am but sunlight with another name  
I have the power to change to radiant flame  
Fear me not! Know me better, oh my mother  
I am near kin to sunlight, ever my brother.

**Lackawanna**

You are my child so long hid 'neath the earth  
I knew you not. Let us have joy and mirth.  
I will call Carbondale, your kindred spirit  
To being, to guard here man's day and night.  
Come Carbondale, and in the years to be  
May Man learn his spirit to set free,  
Even as Anthracite frees sunlight old,  
Make warm his heart, keep ever pure his gold.

**Carbondale**

I have been guardian made o'er erring man  
Who often will be selfish, when he can,  
And yet who will for others give his life  
God grant he noble be in peace or strife  
While we his better spirits round him go  
Forces of good against the wrong, his foe.

**Episode 6 ..... Industry Brings Toil and Waste**

Industry	Fame	Toil	Coal
Trade	Immigrants	Greed	Smoke
Invention	Citizens	Waste	Steam

**DANCE OF IMMIGRANTS**

**Progress**

The time has come, it is at last my hour  
Not nature now, but Man has chiefest power

**Lackawanna**

Then speed our Industry but in your toil  
Our bodies do not waste, our channels spoil

**Toil**

Your great trees we must waste our homes to build  
By man must forest blood be ruthless spilled.

**Spirit of the Hills**

Our great trees they lay waste their homes to build  
By man is forest blood too lightly spilled.

**Spirit of the Valley**

Our little birds are flown, let little children love  
Their music, bid them look above.

**Lackawanna**

Their little children bend with too much labor  
To listen to the songs of their sweet neighbor.

**Spirit of the Stream**

Oh, Lackawanna, I am choked with waste  
From white man's engines, Oh make haste, make haste;  
Softened his heart, my former strength restore  
A kinder master I could love the more.

**Nature**

Oh, Lackawanna, we are sick with toil  
Take us away from labor and turmoil.

"Dance of  
Immigrants"



**Lackawanna**

Man has not backened, Greed is his desire  
I send upon him punishment of fire  
Careless of others he too poorly built  
Himself he punishes for this his guilt  
Man needs rebuke—go, flame that he may know  
He may not so lay waste where'ere he go.

**THE FIRE DANCE**

**Lackawanna**

Enough, return, man will be kinder now  
Since he himself to trouble had to bow.

**Episode 7 .....The Coming of Service**

**Lackawanna**

I will the spirit now of Service send  
That sees in every living creature, friend  
Love, all in white, must hasten to them quick  
To old and poor and little children sick  
There's need of her, I hear my people crying.

**Nature**

Oh help us service, we are dying, dying.  
(Enter Service, Education, Justice, Science.)

**Service**

In war or peace I strive to render whole  
Man's body, God send peace into his soul  
That ever trying to protect its brother  
Finds its own health. In this way and no other  
Man's spirit shall unto the sunlight win  
Serving the needy leaves no time for sin.

**DANCE OF PLAY AND BEAUTY.**

**Lackawanna**

Sweet Service teach man Beauty to adore  
In every heart to love her more and more  
Beauty of brotherhood in man and nature  
Of fellowship with every living creature.

**Play**

Grant that without me man shall not complete his day  
It were all night without the light of play.

**Progress**

I come with industry, my constant twin  
Who welcomes us, the future has let in  
With all its gain, and all its greater duty.  
Who wrongs us not shall lead his time to Beauty.

**Service**

He has no time to listen unto wrong  
Whose ears are full of Nature's aisles of song.

**NATURE DANCES**

**Carbondale**

Upon the world there dawns a better day  
The brotherhood of man shall yet hold sway  
Spirit of love we welcome thee to Carbondale

Sun of our sky and heaven of our vale  
In park and playground may the children dance  
And field streams know again the sunlight's glance  
And Lackawanna and our Anthracite  
Shall ever stand with faces to the light  
Till we go on unto your golden day  
With even golden ties of work and play  
When man's soul finds in Service its release  
And all the world a worthy lasting peace.

## Episode 8 ..... The Epilogue

### Anthracite

I serve mankind with ancient sunshine warm  
And do him ever good and never harm  
And Lackawanna we will kneel to you  
Who are the one great Spirit's servant true.

### Lackawanna

The Indians gave to stream and trail  
The name we love today  
Who loves his own and native vale  
Will love his country, nor can fail  
To serve her when he may.

Abroad are wars of fire and sword  
And wars of industries  
Grant us today and ever, Lord  
A better word for our watchword  
Our mountain's name of Peace.

Peace, passed thru purifying fire  
That shuns not noble strife  
That shields the child and aged sire  
That lifts the fallen from the mire  
To share the civic life.



"A [Quality of Life] Message to the Women of Carbondale"

## A Message to the Women of Carbondale

The Carbondale Civic Club is an organization of the women of Carbondale, whose aim is the betterment of the City we all love.

The Club is carrying on many lines of work, some of which are: Planting the Parks, School Inspection, District Nurse, Clean-Up Week, Library and Public Health. Much more work is being planned, only needing women and money to make it possible.

If you are a woman living in Carbondale, why is it not your duty to help in making our City a better place to live?

You can do this by joining the Civic Club. Think it over. Come to the next meeting, and have an active part in all public improvements.

LEADER  PRINT

76. **Addition for Volume XXI:** The Anthracite Coal Strike of 1902: On May 5, 2019, Robert McDonough, Olyphant, presented a copy of “The Anthracite Strike of 1902 A Few Thoughts” by Robert McDonough, Olyphant, PA, 2018/2019, 98 pages. Copy No. 10 of that paper was presented to the Carbondale Historical Society. In the front matter, Robert McDonough states: “This paper is not for publication. / It was published as a hobby. / It should be considered as just a hobby. It is a compilation of reported stories mixed with my own thoughts. / The events are well known and this is just a variation of stories I have heard.”

77. **Addition for Volume XII:** Delaware and Hudson round-trip ticket, first class, between Schoharie Junction and Albany. Ticket issued to E. H. Dacchau (?), complements of Coe F. Young, D&H Vice President and General Manager, on June 22, 1885, and valid until August 31, 1885. Thanks to Larry Rine, West Lebanon, NH, for bringing to our attention the sale of this ticket on E-Bay on March 7, 2019.





78. **Addition for Volume XVII:** Pennsylvania Coal Company, Erie Railway Company, D&H Canal Company: typescript, in the collection of the Minnisink Valley Historical Society, of an article titled "Immense Movement of Coal", that was published in the *Evening Gazette*, November 23, 1869:

Railroads  
Evening Gazette  
November 23, 1869

Immense Movement of Coal

An immense amount of Pennsylvania coal, from the mines of the Pennsylvania Coal Company, is now moving toward the New York and other Eastern markets. This coal is brought from the Wyoming Valley mines to Hawley, by the Gravity Road, where it is delivered to the Erie Railroad Company and transported by them East.

This Coal Company has now a contract with the Erie Railway to furnish transportation for about forty-five hundred tons per day, or four hundred car loads. These cars are bottom dump, and average eleven and one-half tons of coal; and the contents of the cars are readily dumped by knocking a "dog" out of a ratchet wheel. It is <sup>not</sup> unfrequently the case that a train of sixty-five coal cars is loaded, weighed, and manifested in forty minutes.

In addition to the coal furnished the Erie Company by the Pennsylvania Coal Company, a train of fifty empty returning box cars is loaded for the Western markets of Rochester, Buffalo, and other points, by the Delaware and Hudson Company, at Honesdale. This Company is at present furnishing the Erie Railway Company with about eight thousand tons of coal for locomotives per month, and also run on their own

From Hawley, the Erie Railroad transported East for the PCC 4,500 tons of coal per day.

"These [PCC] cars are bottom dump, and average eleven and one-half tons of coal; and the contents of the cars are readily dumped by knocking a 'dog' out of a ratchet wheel."

"...a train of fifty empty returning box cars is loaded for the Western markets at Rochester, Buffalo, and other points, by the Delaware and Hudson Company, at Honesdale."

Railroads

Evening Gazette  
November 23, 1869

"This company [the D&H] is at present furnishing the Erie Railway Company with about eight thousand tons of coal for locomotives per month, and also run on their own account, to supply way orders on the line of the road, east of Lackawaxen and at Weehawken, sixty-five cars of coal daily..."

account, to supply way orders on the line of the road, east of Lackawaxen and at Weehawken, sixty-five cars of coal daily: and if the Erie Railway Company could furnish the cars, <sup>they</sup> would ship four thousand tons of coal east daily, which amount will be largely increased, perhaps doubled, when the canal closes.

We understand that one thousand coal cars are now being constructed at Scranton for this trade. It is not unlikely, taking the past increase in consideration, that the Erie Railway Company will, in a very short time, be the largest anthracite coal carriers in the United States, not even excepting the Reading Company.

"It is not unlikely...that the Erie Railway Company will, in a very short time, be the largest anthracite coal carrier in the United States..."



79. **Addition for Volume XVII:** Shipments of Pennsylvania Coal Company coal via the Erie Railway: Newspaper article ("Erie Railway Matters," *Evening Gazette*, December 16, 1869) in the collection of the Minnisink Valley Historical Society:

-1-

Railroads  
Evening Gazette  
December 16, 1869

Erie Railway Matters

Since the closing of the Erie and northern canals for the winter, the amount of grain, lumber and country produce shipped over the several railway lines, whose termini are at Jersey City, has become exceedingly heavy. At the Erie Railway freight depot in Jersey City, no less than five hundred and fifty loaded cars are run upon the switches, filled with goods for New York and Eastern markets. Fifty-four trains were dispatched over the Eastern Division of this road on Saturday, each engine averaging a train of 18 cars, making a total of 972 cars.

The contract of the Pennsylvania Coal Company with the Erie Company for the transportation of coal from their mines in the vicinity of Hawley, Pennsylvania, is 358 cars per day. These cars or coal dumps, as they are familiarly known, average eleven tons each, making a total daily receipt of anthracite coal from the mines of 3,938 tons per day. The Pennsylvania Coal Company are now finishing the construction of a coal depot at Weehawken, at which it is calculated facilities will be afforded for discharging about 500 cars of coal per day. This depot pier will be completed in about a week.

It was found necessary this winter, in consequence of the increased coal shipments, to largely increase this yard, as heretofore only 250 cars were able to unload each day,

In 1869, the PCC shipped 358 cars of coal, each averaging 11 tons of coal, to Hawley daily.

"The Pennsylvania Coal Company are now [December 1869] finishing the construction of a coal depot at Weehawken... This depot will be completed in about a week."



Railroads

Evening Gazette  
December 16, 1869

A newly adopted coal-car of four wheels. has just been placed upon this line, which possesses several advantages over the larger ones, being easier to handle, especially when they run off the track. These cars are calculated to hold about five tons. The company is rapidly constructing a large number of cars.

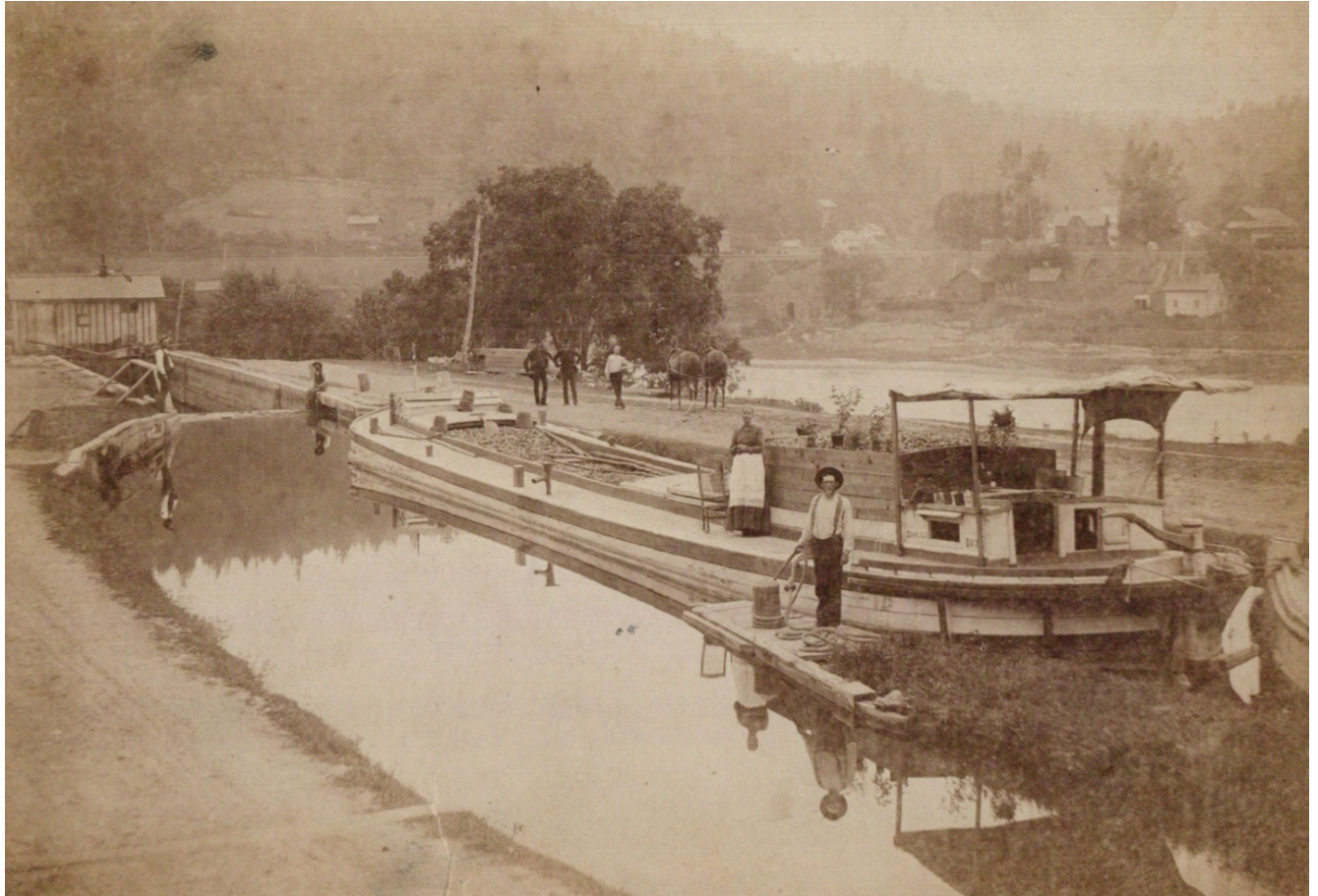
80. **Addition for Volume XVII:** Starting in June 1882, all Erie passenger engines burned hard coal (notice, in the collection of the Minnisink Valley Historical Society, published in the *Port Jervis Gazette* on June 8, 1882):

Port Jervis Gazette  
June 8, 1882

Hereafter, all the passenger engines on the Erie Road are to burn hard coal. Heretofore, all of them have burned soft coal, which makes a disagreeable smoke and cinders, to the constant annoyance of passengers. As fast as the change can be made, the passenger locomotives will all be changed to hard coal burners. Two that have been changed are now running on the Eastern Division. Every traveler will welcome this change.

The names of the following stations have been changed:  
West Junction to Horseheads; Liberty to Cohocton; Sterling Junction to Sterlington.

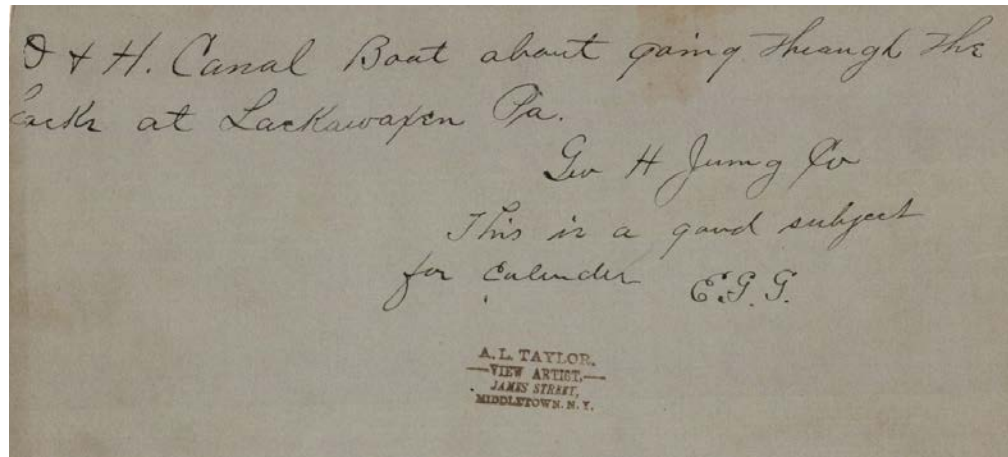
81. **Addition for Volume XXIII:** *D&H Canal, Pennsylvania Lock No. 4.* Photo by “A. L. Taylor / View Artist / James Street / Middletown, N. Y.” Photo in the collection of the Minisink Valley Historical Society. This is one of the three Ridgeway Locks (Nos. 6, 5, 4). The loaded boat shown in this photo would move to the left and through the lock and then cross the Lackawaxen River on the Roebling Lackawaxen Aqueduct. Sincere thanks to Bill Merchant at the D&H Canal Historical Society and Museum at High Falls, NY for identifying the site shown in this photograph. He noted: “Clearly a loaded boat waiting to enter PA Lock #4- I checked the map- it has to be there!”



*D&H Canal, Pennsylvania Lock No. 4.* Photo by “A. L. Taylor / View Artist / James Street / Middletown, N. Y.” Photo in the collection of the Minisink Valley Historical Society.

In “A guide to the Delaware & Hudson Canal” David G. Barber, speaking of Lock 4, says: “Very wide channel behind lock... Lift was 8 feet.”(p. 147). That very wide channel behind the lock is shown in the photographs given above.

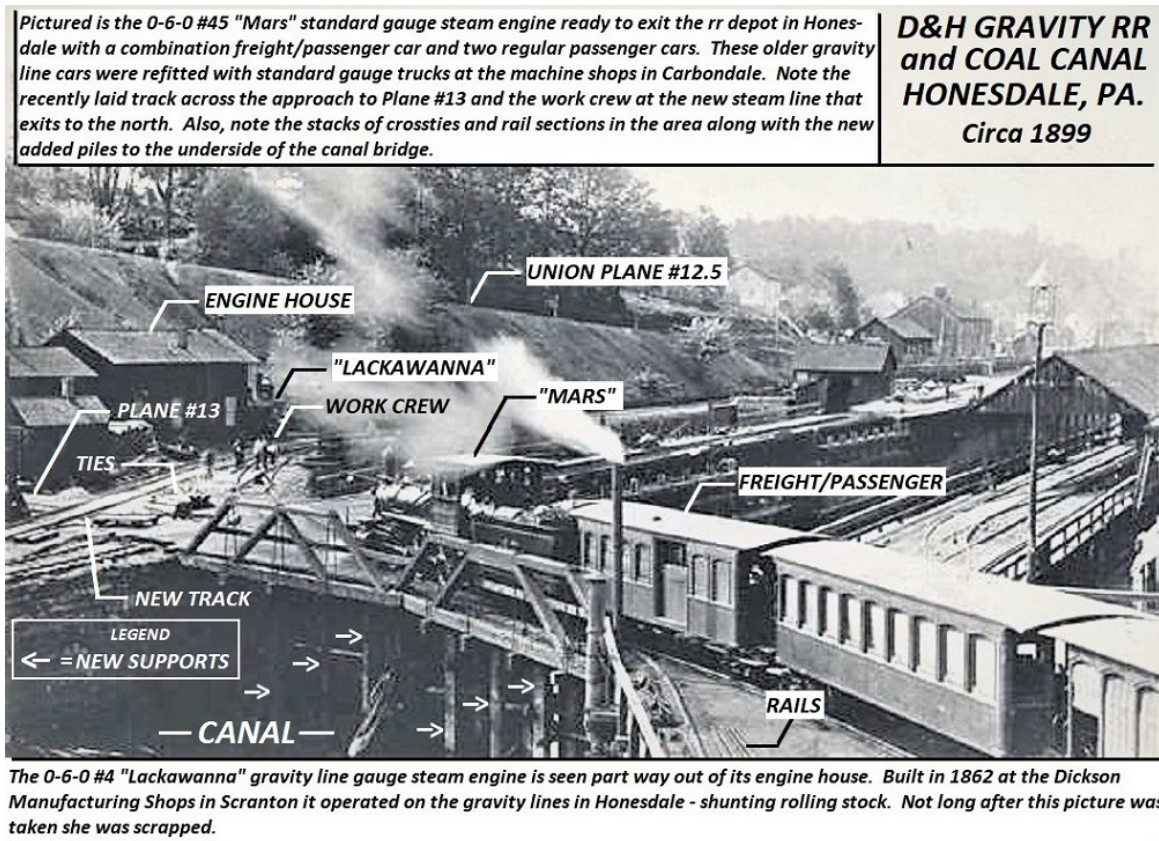
Reverse of the photo shown above:



**82. Addition for Volume XII:** *Steam Train Departing from the Former D&H Gravity Depot at Honesdale*; copy of this photo in the collection of Stacy Gardner, Forest City, PA. Passenger and freight service on the D&H between Carbondale and Honesdale, from the closing of the Gravity Railroad (December 31, 1898: during the following 13 months, the D&H rail system between Carbondale and Honesdale was converted into a steam locomotive system, which opened on February 1, 1900) to the opening of the Union Station in Honesdale, in early 1900, was handled at the former Gravity Railroad freight/passenger station across the Canal at the foot of Plane No. 13. The photograph shown below, therefore, was taken between December 31, 1898 and early 1900 (when the Honesdale Union Station was opened). Given the fact that there are leaves on the trees that are shown in this photograph, this photograph must have been taken in the summer or fall of 1899.



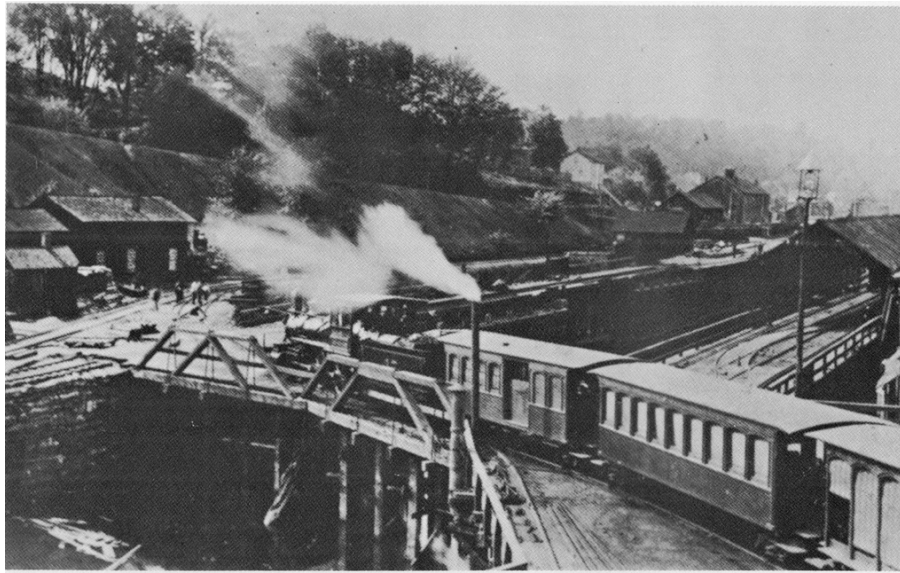
Photo and supporting data by Stacy Gardner, Forest City, PA:



In the photo given above, we see D&H No. 45 at the head of a freight and passenger train departing from the former D&H Gravity Depot at Honesdale. The first car behind the engine in this photograph is the combination freight/passenger car that is presently located at the Homestead Golf Course, Carbondale, PA.

After crossing the bridge over the former D&H Canal, the train would turn to the right and head North along the foot of the culm bank below former Plane 12.5, and head up to and across the bridge over the Lackawaxen River and then on to Waymart. With the opening of the Honesdale Union Station in early 1900, D&H passenger service Carbondale / Honesdale / Carbondale was serviced in Honesdale at the Union Station, with D&H freight being handled at the former Gravity Depot across the Canal from the foot of Plane No. 13.

The D&H engine at the head of this train, D&H No. 45 "Mars", is also shown in a photograph on page 242 in Volume XX ("The Honesdale Branch of the D&H") of Powell's 24-volume series on the D&H. From the material on this engine presented there, we learned that this photograph is given in *Shaughnessy*, p. 192, as shown below:



Abandonment of the canal was soon followed by standard-gauging of the gravity, and a couple of new sections were built to change the line into a regular steam road, the Honesdale branch. Here the little Dickson-built Mogul No. 45 pulls out of the terminal and across the now-abandoned canal basin on a bridge strengthened by driving piles into the canal bed. The old gravity cars were first used on the new steam road, with standard gauge trucks, but were soon replaced by regular equipment. The track gang working beyond the bridge indicates that this view was made soon after the gauge change in 1899.

From Shaughnessy's caption, we learned that this D&H engine is No. 45 "Mars".

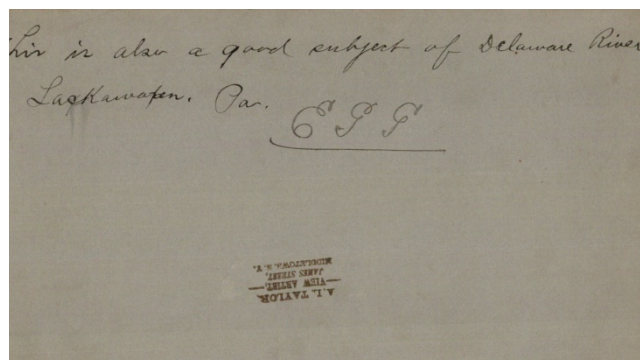
In late June 1899, it should be noted, the Erie tracks from Tracyville into downtown Honesdale and the D&H tracks into Honesdale were joined, just below the iron Canal bridge. In the early months of 1900, the Union Depot in Honesdale was opened, and on October 1, 1900 the first Erie train arrived at the Union Station in Honesdale from Hawley and points East.

**83. Addition for Volume XXIII:** Two photographs taken at Lackawaxen, PA by "A. L. Taylor / View Artist / James Street / Middletown, N.Y."; both in the collection of the Minisink Valley Historical Society, Port Jervis, NY. A side view of the hotel seen in this photograph at the junction of the Lackawaxen and Delaware Rivers is also given below:

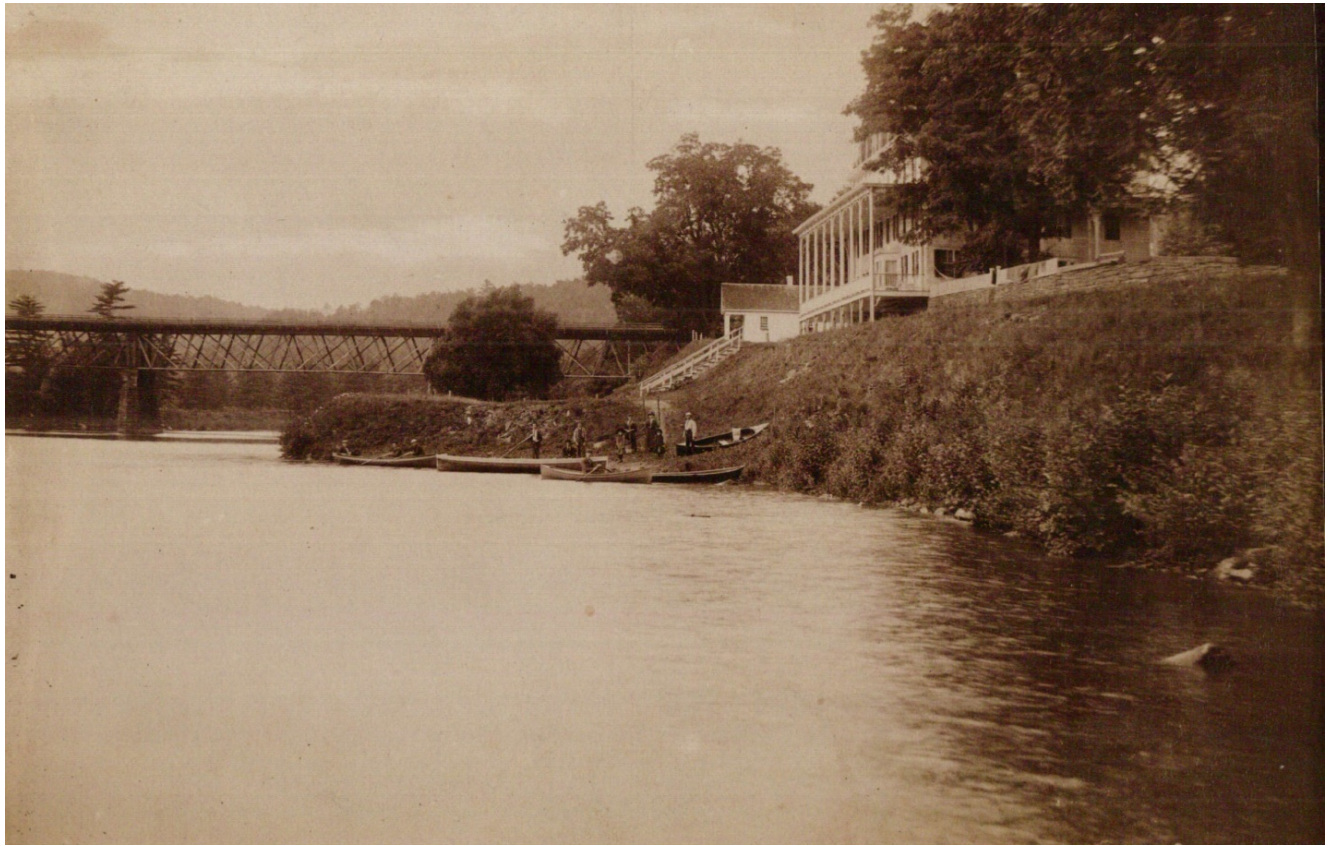


*D&H Slackwater Dam, Up-river from the Roebling Delaware Aqueduct, Lackawaxen, PA.*

Reverse of photograph shown above:

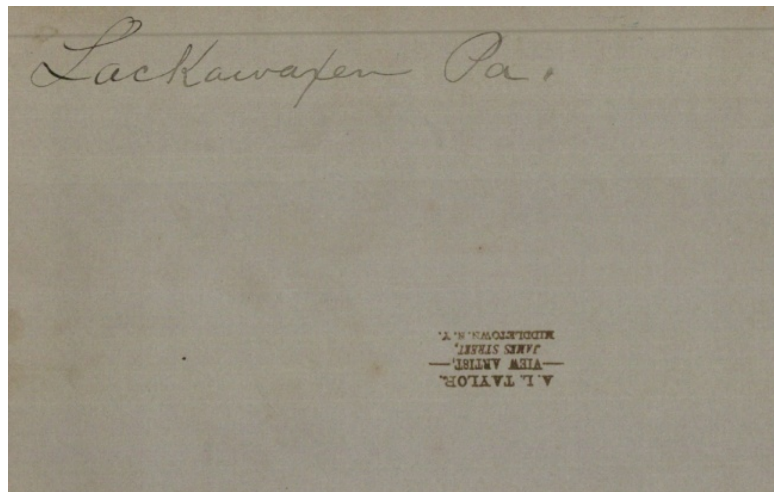




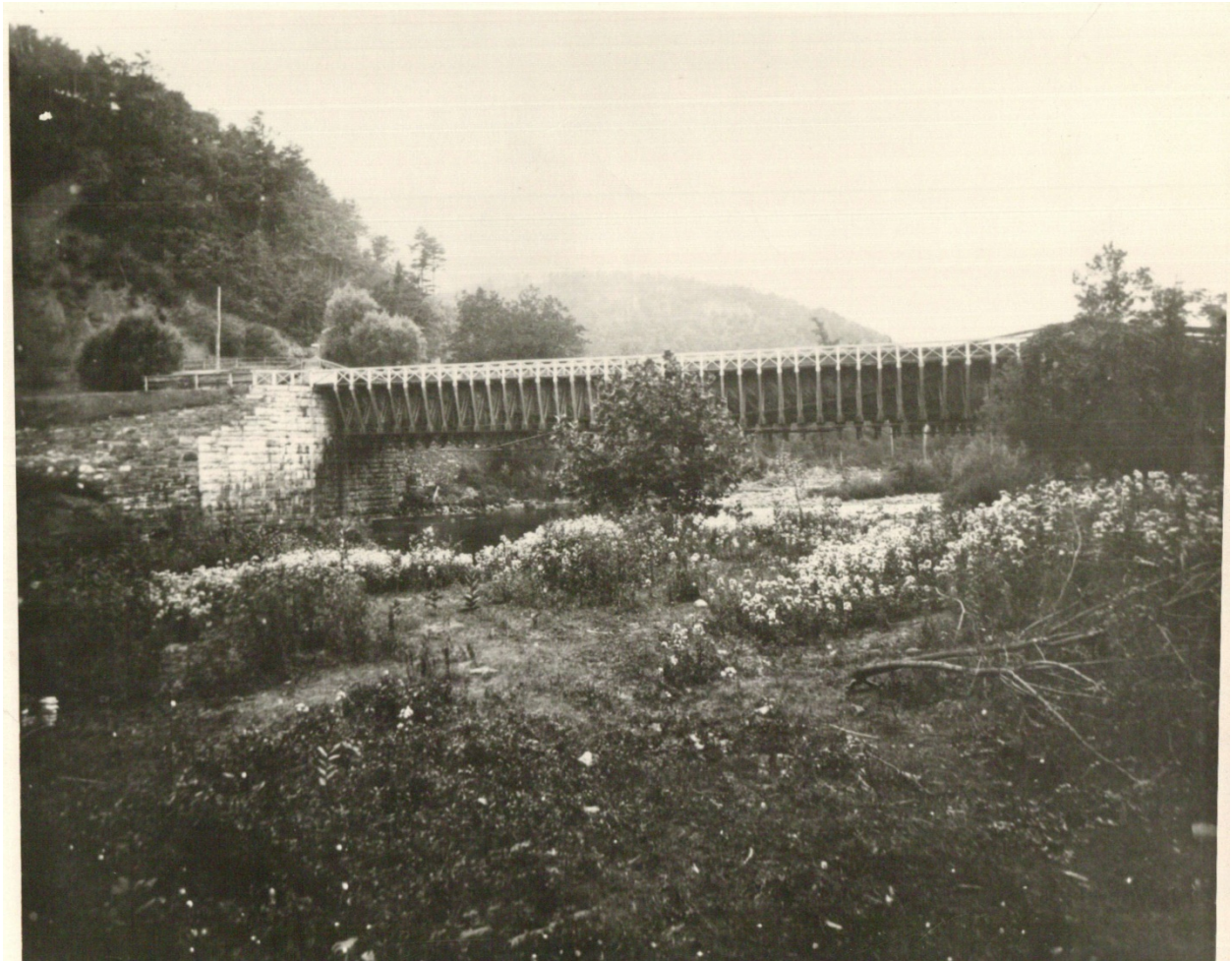


*Erie Railroad Trestle and Hotel, at Junction of the Lackawaxen and Delaware Rivers*

Reverse of photograph shown above:



84. **Addition for Volume XXIII:** *D&H Aqueduct at Cuddebackville, NY.* Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY:



*D&H Aqueduct at Cuddebackville, NY.*

Reverse of the photograph shown above:

D & H Canal  
Neversink Aqueduct - 1849-1902  
Designed by John Roebling



85. **Addition for Volume XXIII:** *Canal Basin, Honesdale, Looking East.* Photo in the collection of the Minisink Valley Historical Society, Port Jervis, NY.

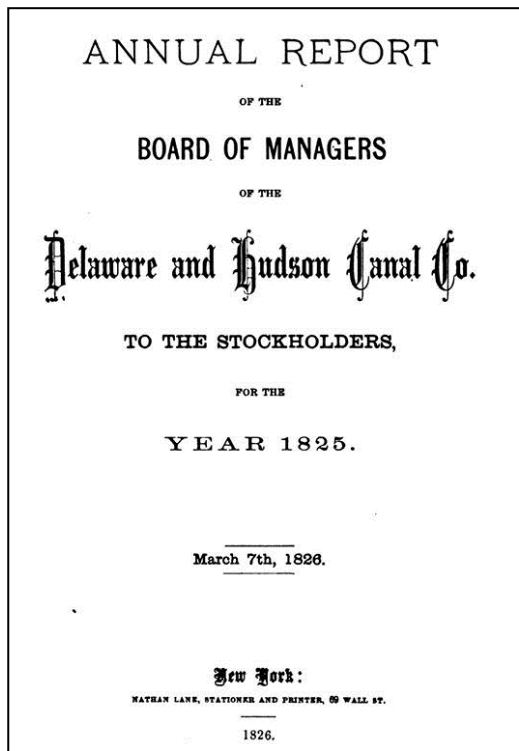


86. **Addition for Volume XXIII:** *Along the Canal, Cuddebackville, NY.* Photo in the collection of the Minisink Valley Historical Society, Port Jervis, PA





87. **Addition for Volume I:** The first meeting of the Board of Managers of the Delaware and Hudson Canal Company took place on March 8, 1825. At that meeting, Philip Hone was elected President and Samuel Flewelling was elected treasurer. Also at that meeting, the company purchased 13 Wall Street for its corporate headquarters. This we know from the data shown below that was posted on Facebook on March 8, 2019 by Bill Merchant at the High Falls D&H Canal Museum:



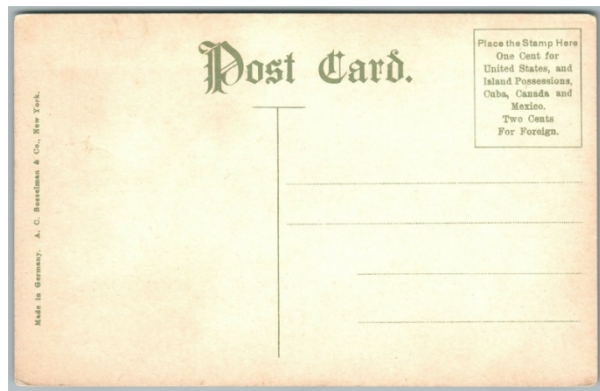
"It was on this day, March 8th, in 1825, that the first board meeting of the newly formed D&H Canal Company was held. They elected the first officers, with Philip Hone as President and Samuel Flewelling as treasurer. They also purchased a lot and house at 13 Wall Street from Garret Storm for \$29,000 for their offices."

88. **Addition for Volume XXIII:** March 12, 1850 in D&H History: the D&H Canal Company purchased Jacob DePuy's Stone House Tavern, along with his cement mill and other property, for \$20,000. This was the March 12, 2019 post on Facebook by the High Falls D&H Canal Museum:



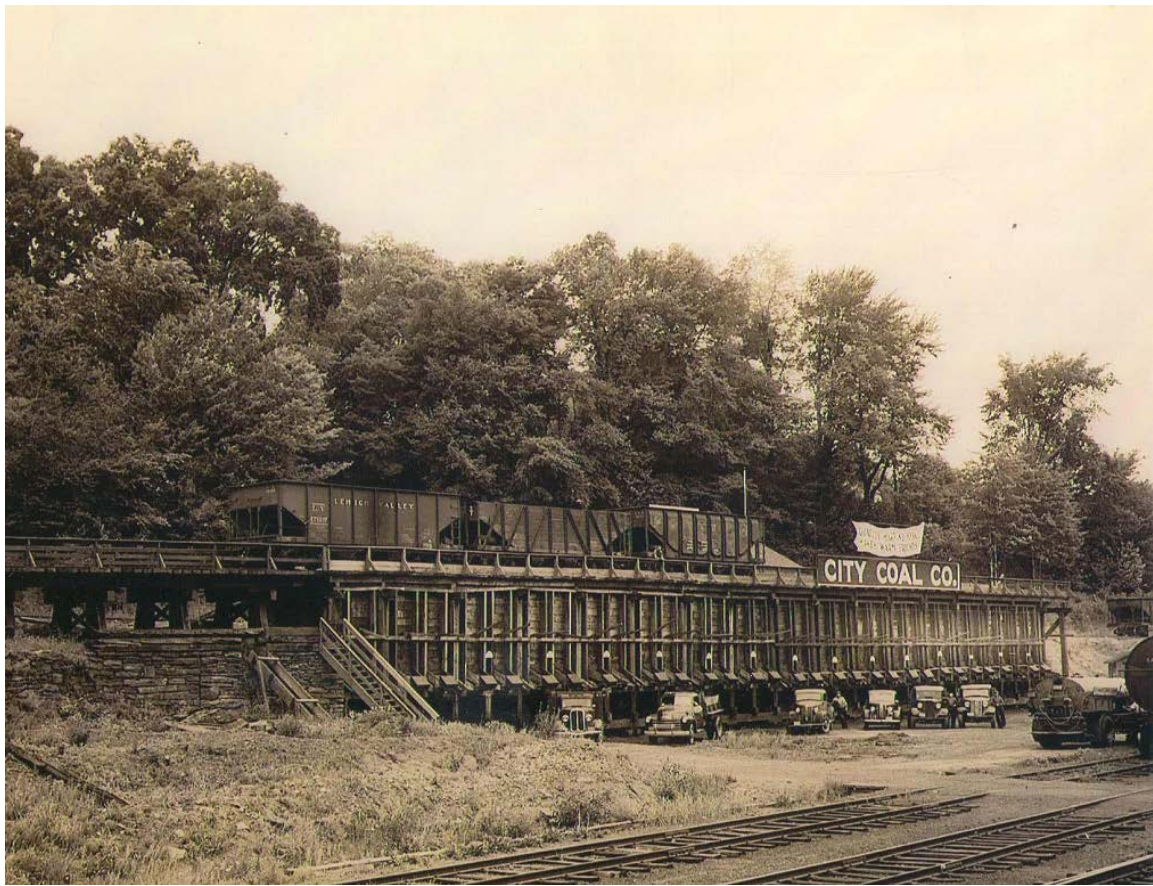
“It was on this day, March 12, in 1850, that the D&H Canal Company purchased Jacob DePuy's Stone House Tavern, along with his cement mill and other property, for \$20,000. Jacob was sick with a "serious rupture" according to Chief Engineer Russel Farnum Lord, so he felt he had to sell. It must not have been too serious, as Jacob lived another 17 years! The Canal Company rented a store to the Terwilliger Brothers, had lodging for the Lock 16 tenders and offices in the building. Open Space Institute and NYS Department of Parks, Recreation & Historic Preservation granted money to the Canal Society in 2014 and purchased the building in 2015 as the home for our new Museum, slated to open for the 2021 season.” (caption as posted on Facebook).

89. **Addition for Volume XII:** Two post card views of the Union Depot, Honesdale, PA; both offered for sale on E-Bay on March 16, 2019; photo from Stacy Gardner, March 18, 2019, of retail coal pockets at Honesdale:



Shown in the foreground of both of these post card views are the retail coal pockets in Honesdale. An excellent view of those pockets is given on the following page:





*Retail Coal Pockets at Honesdale.* Photo in the collection of Stacy Gardner, Forest City, PA.

These retail coal pockets are also seen in the two post cards on the previous page.

**Anthracite coal note:**

Anthracite coal has the highest carbon count of all coal. The coal region of northeastern Pennsylvania contains 95% of the world's anthracite coal deposits, an estimated minable reserve of 6.3 billion tons.

**90. Addition for Volume XXIII:** Anthracite coal was first used by Hudson River steamboats on March 18, 1831. In order to do so, those boats were fitted out with Dr. Nott's "Patent Tubular Anthracite Coal Boiler". Our thanks to Bill Merchant at the High Falls D&H Canal Museum for posting this photo of a steamboat at the mouth of the Rondout Creek where it joins the Hudson River.



It was on this date, March 18, in 1831, that a steamboat made its first voyage using Dr. Nott's "Patent Tubular Anthracite Coal Boiler". Howard Nott gets 1,000 shares of D&H stock and a seat on the D&H Board (for just one year). The Company aggressively courted new markets for their coal--due to their efforts most steam boats eventually burned anthracite coal. Pictured here is a steamboat at the mouth of the Rondout Creek where it joins the Hudson River. Posted on Facebook on March 18, 2019 by the High Falls D&H Canal Museum.



91. **Addition for Volume XXIII:** Photograph of the original D&H stone arch aqueduct at High Falls, NY for the D&H Canal. Photo courtesy of the High Falls D&H Canal Museum. Photo posted on Facebook by the D&H Canal Museum at High Falls, NY.





92. **Additions for Volumes X and XI:** Four D&H Carbondale and Pennsylvania Division photographs published in the April 2019 issue of the *Bridge Line Historical Society Bulletin*:

Front cover:

Site of Dundaff  
Street Station /  
Union Station /  
Erie Freight  
Station



*D&H ALCo S4 yard switcher (3050 in front) move a cut of coal gondolas north in Carbondale Yard. August 1960 photo by Robert K. LaPorte, BLHS Archives.*

Comment to SRP from Breezy, 03-27-2018: “What did you think of the cover of the April bulletin ? That's a great photo of DF Cabin interlocking. I've never seen that one in print before. The viaduct looks new! It's only 3 years after the O&W shut down, so the trestle is still intact... and exactly 1 year before I came on the scene. I think Jim gets an A+ from us "south end" guys!”

I asked Breezy about the meaning of “interlocking” and he replied: “The interlocking is a controlled point (electric switch or switches and signals) controlled from a remote location. In the case of DF (Dundaff St.) it was controlled from the operator at Hudson (SX). From WC (West Carbondale - aka Simpson) to Rouses Point on the Canadian border, they were controlled from the Albany dispatcher.”

John V Buberniak: “An interlocking plant is a switch that is controlled from a tower or control point—not a manually operated switch. It's called a *plant* if there is more than one switch at a single location.”

p. 5:

D&H Challengers #1531 and #1526 push D&H train RW-6 (the paper train) at Ararat, Pa. April 20, 1952 photo by Robert F. Collins, BLHS Archives, Jack MacDonald collection.



Entrance to the  
wye at Ararat



p. 29 top (copy of original photo of September 25, 1982 made available for use here by Mike Bischak):



“D&H GPs 7618-7409-7417-7415 on RW-6, stopped eastbound (southbound) at Taylor yard. September 25, 1982 photo by Mike Bischak. This was one busy yard that day.”

I asked Breezy/Mike Bischak if all those tracks are still in place at Taylor. He replied: “No, Taylor yard was scaled down during the Guilford years. Only 9 yard tracks left, plus the main track and passing siding. Used to be 19 tracks as you can see in the photo.”

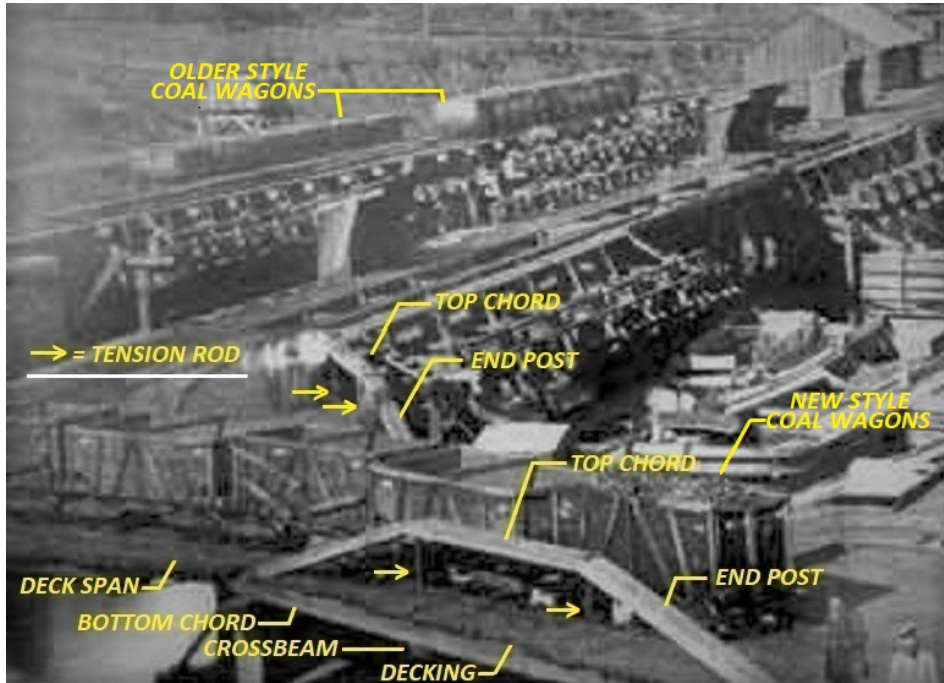


p. 29 bottom (copy of original photograph of July 13, 1980 made available for use here by Mike Bischak):



Bottom: D&H G38-2 #7316 pushes train BS-1 northbound under the Pennsylvania Route 171 viaduct at WC cabin in Simpson, Pa. July 13, 1980 photo by Mike Bischak. Today this area is the end-of-track on the Delaware-Lackawanna's Carbondale line.

93. **Addition for Volume IV:** D&H Canal Basin, Honesdale: A Closer Look by Stacy Gardner, Forest City, PA:



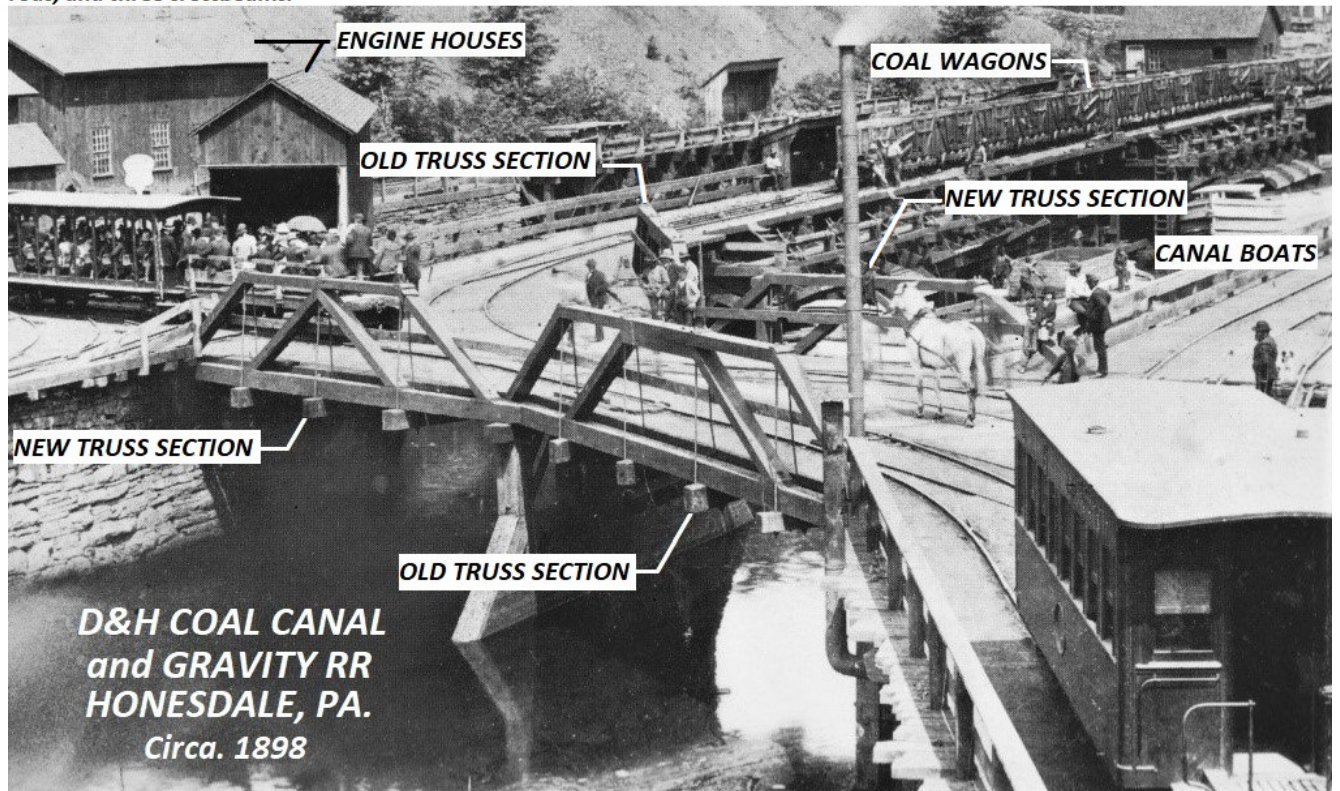
**D&H GRAVITY RR  
and COAL CANAL  
HONESDALE, PA.**

*Circa. 1860's*

View looking northwest at the "Dog Nest" and the main bridge crossing for the D&H Gravity RR over the Coal Canal's Upper Boat Basin. This earlier crossing consists of two spans supported by a pile bent pier and of interest here is that each span is a combination of a half thru-truss member on the span's longest side and double stringers, nut and bolted together with deck boards sandwiched between, on the span's shortest side. Each truss has top and bottom chords, end posts, and two tension rods that go through the chords into crossbeams and the decking is supported atop the bottom chord and probably stringers located along the crossbeams.



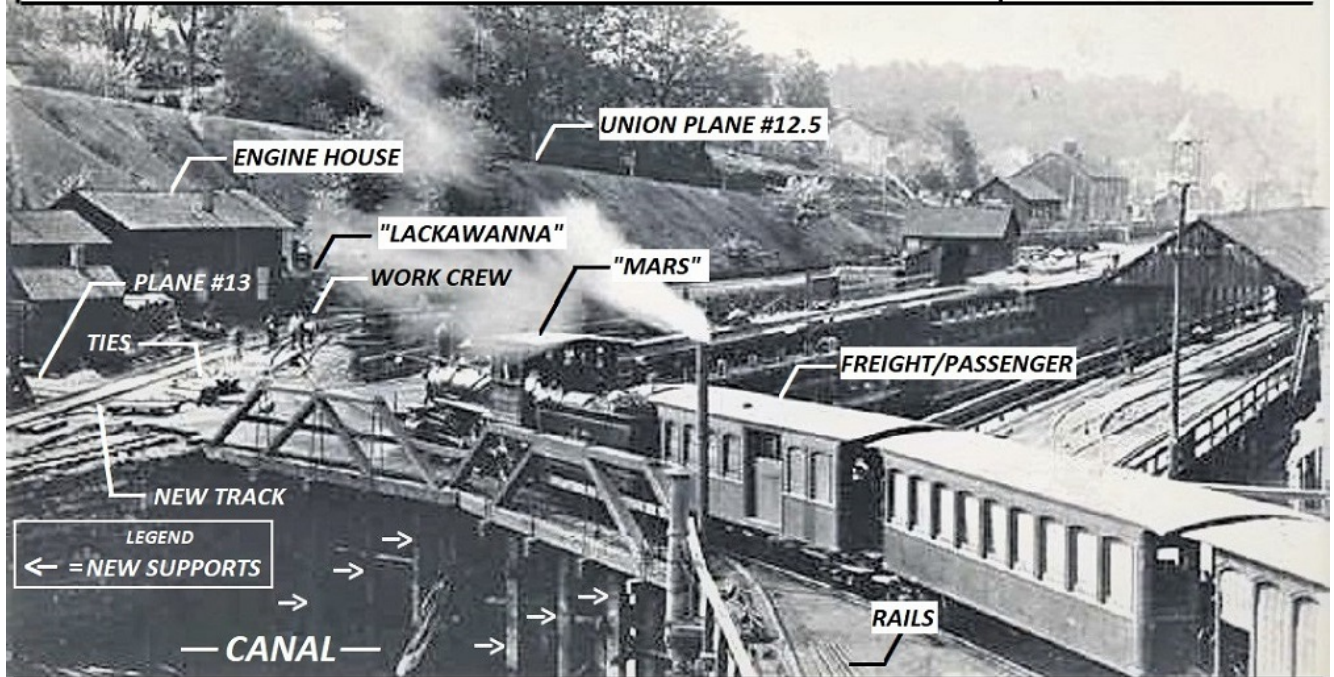
Obviously a busy day at the D&H Coal Canal and Gravity RR in Honesdale as evidenced by the loaded coal wagons, on the coal transfer track, filling canal boats and a passenger train being readied to ascend Plane #13. Of note here are the two new timber half-thru truss sections that have been added to both spans of the bridge and replaced the two older double stringer sections. Also new decking, supported by stringers laid upon the crossbeams, has been added to the entire structure. The new truss sections consist of top and bottom chords, end posts, two diagonals that form an inverted "V", three sets of cradled tensions rods, and three crossbeams.





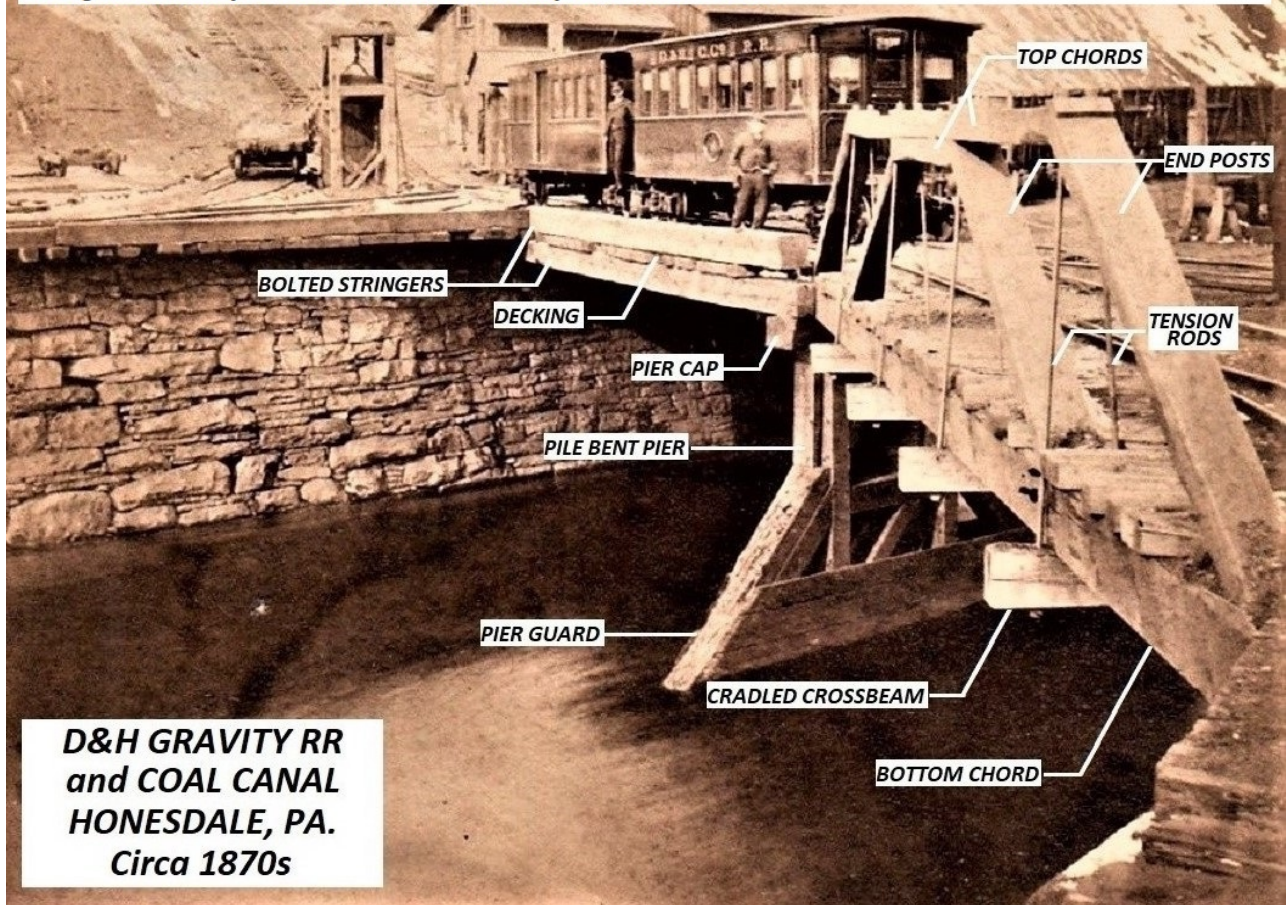
Pictured is the 0-6-0 #45 "Mars" standard gauge steam engine ready to exit the rr depot in Honesdale with a combination freight/passenger car and two regular passenger cars. These older gravity line cars were refitted with standard gauge trucks at the machine shops in Carbondale. Note the recently laid track across the approach to Plane #13 and the work crew at the new steam line that exits to the north. Also, note the stacks of crossties and rail sections in the area along with the new added piles to the underside of the canal bridge.

**D&H GRAVITY RR  
and COAL CANAL  
HONESDALE, PA.  
Circa 1899**

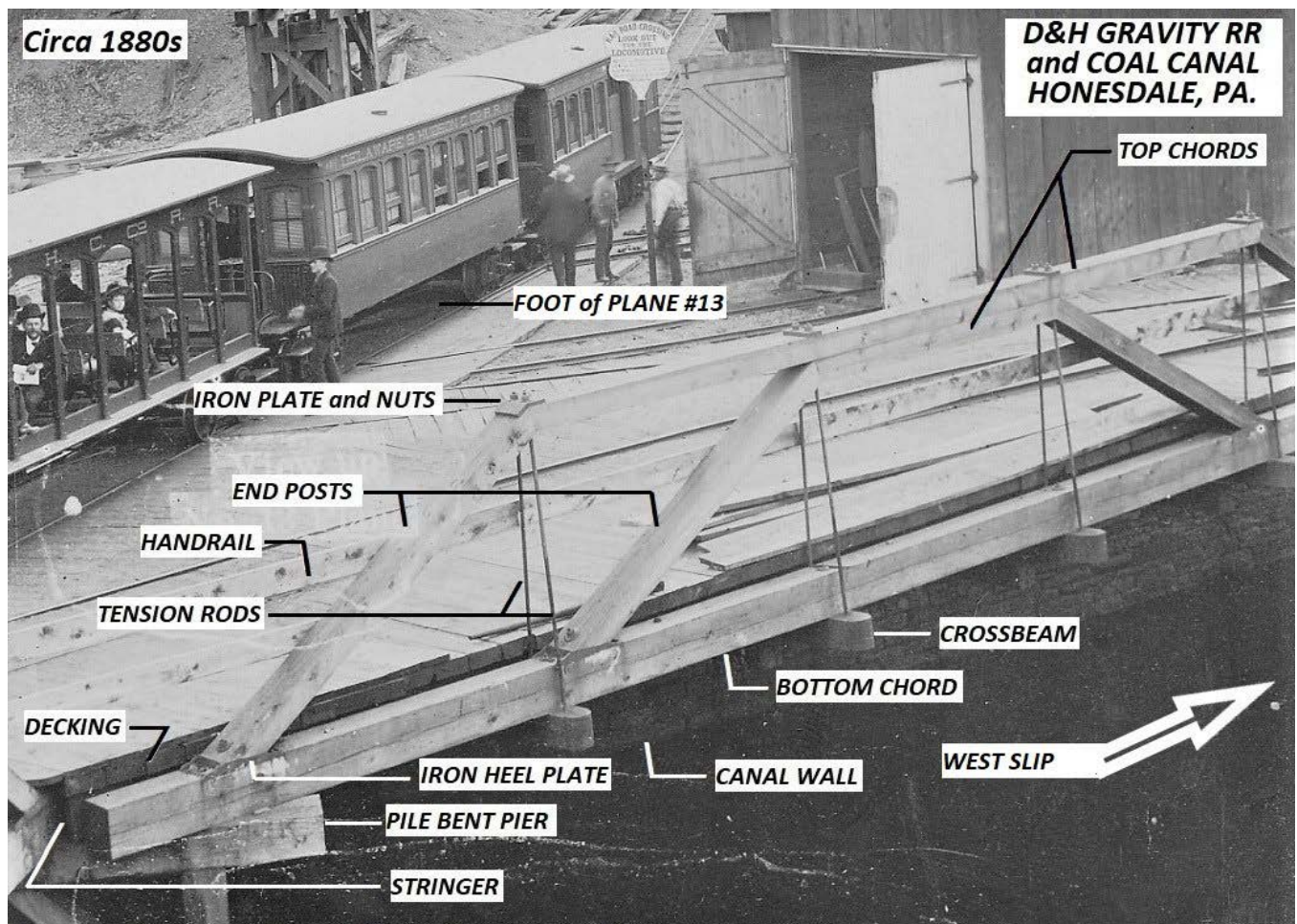


The 0-6-0 #4 "Lackawanna" gravity line gauge steam engine is seen part way out of its engine house. Built in 1862 at the Dickson Manufacturing Shops in Scranton it operated on the gravity lines in Honesdale - shunting rolling stock. Not long after this picture was taken she was scrapped.

Picture looking west/northwest at the south side of the gravity two span timber bridge over the canal's upper boat basin after the initial upgrade of the half-thru truss sections from single tension rods to cradled tension rods. We might point out that the bridge is longer than the canal's width, at this point, (est. 58' - 60') due to the angle of the structure which was, in part, necessitated by the angled sidewalls of the canal and the curves needed for the railroad tracks.

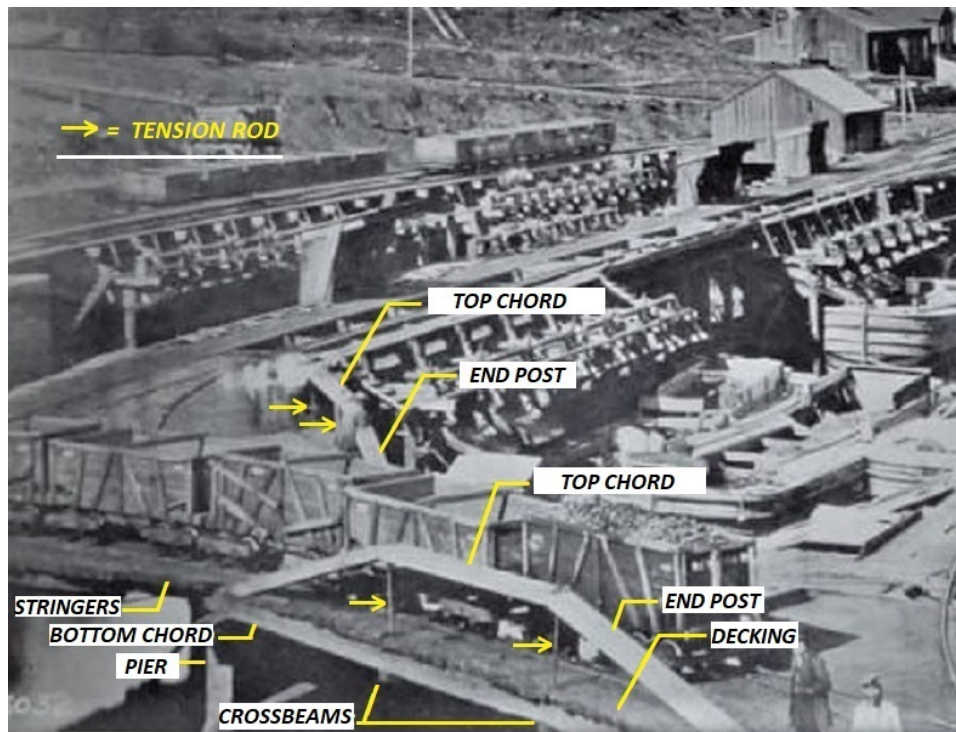






Pictured is a close-up view of a cradled timber half-thru truss bridge span showing its various components. What we aren't able to determine is how the cradled crossbeams on this half of the bridge span are joined up with those on the other half of the span. It should be noted that this side of the canal provides entrance for canal boats (90' x 14') heading to the canal's west slip.



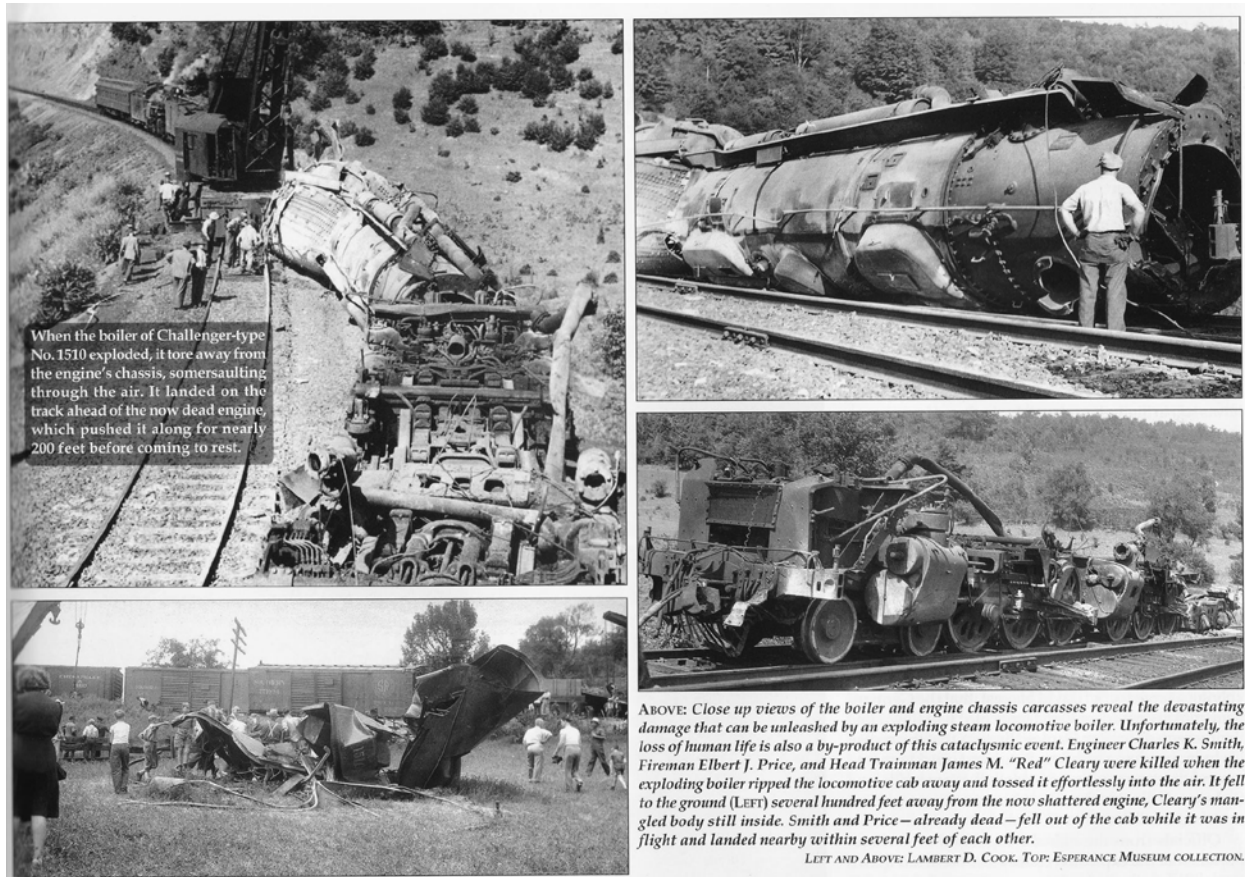


**D&H GRAVITY RR  
and COAL CANAL  
HONESDALE, PA.**

*Circa 1860s*

*View looking northwest at the "Dog Nest" and the main bridge crossing for the D&H Gravity RR over the Coal Canal's Upper Boat Basin. This earlier crossing consists of a two spans supported by a pile bent pier and of interest here is that each span is a combination half-thru truss member on the span's longest side and double chords/stringers, nut and bolted together with the decking boards sandwiched between, on the span's shortest side. Each truss member has top and bottom chords, end posts, and two tension rods that go through the chords and decking into the crossbeams. The decking on the truss side is supported atop the bottom chord and probably other stringers located along the crossbeams.*

94. **Addition for Volume XII:** D&H Accident on Richmondville Hill, July 15, 1941. Photos by John Taibi from *Roads, Rivers, and Rails*, Volume I, p. 81. Photos posted on Facebook, March 24, 2019. See Volume XII, pp. 197-199, in the 24 volume series by S. R. Powell for more information about this accident.



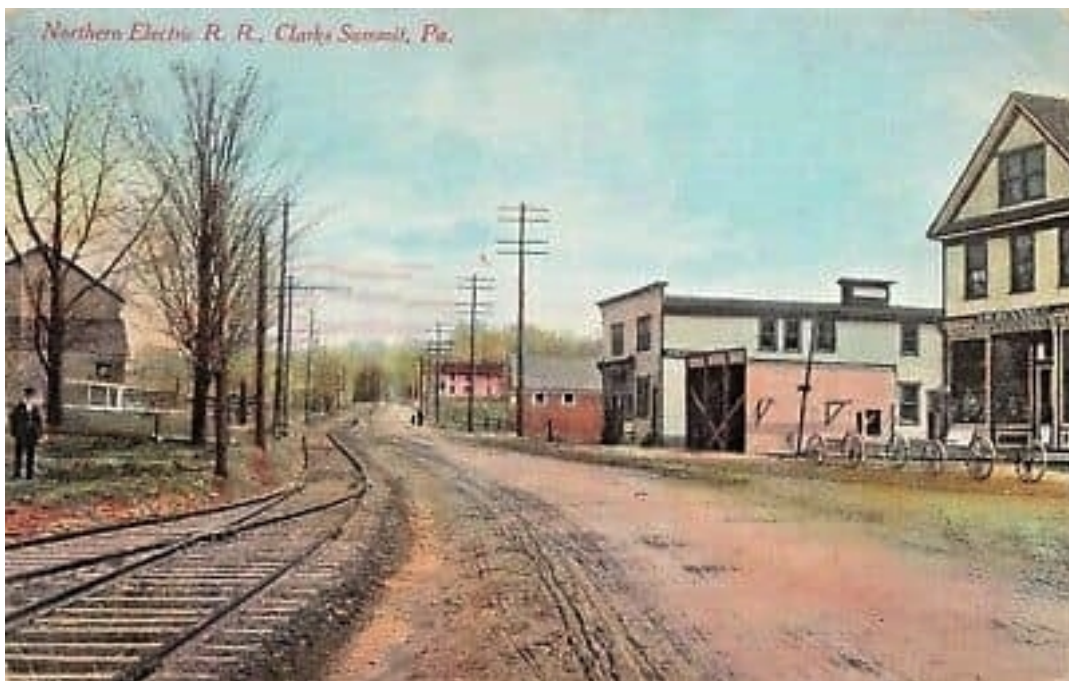
Scott Whitney posted the following comment on this accident on Facebook on March 24, 2019:

**Scott Whitney** Such boiler failures were almost always caused by crown sheet failures. The usual cause for that was almost always a clogged water sight glass giving the crew the false impression that the water in the boiler was at the correct level. There are several try-cocks that the fireman can open to see if water or just steam comes out of to verify the sight glass but he hasn't used them in a bit. The engine working up hill will of course use water. The fireman will operate the feed water pump (if equipped) or the injector to keep the water at normal level. However, even if this fireman was doing so, unknown to him was the clogged glass. It may have just happened around the bottom of the grade. So he may be feeding the boiler water but not fast enough. While going up (arbitrary figure here) a 1% grade, the water in the boiler is swept back covering the crown sheet, protecting it from being overheated and weakened. Then the grade might drop off to say .75% and the water moves forward in the boiler and now exposes the crown sheet and its cooling water is gone. Nothing may come of this if the crew suddenly sees no water



in the sight glass. They would know that something dreadful is wrong and they would literally dump the fire into the ashpan and hope for the best. However, in this instance they don't see that and then the grade changes to 1.25%. The water flows back and over the superheated crown sheet. What happens next only takes a couple seconds. The water flashes instantly to steam on the crown sheet and the boiler pressure skyrockets to perhaps 10 times the normal running pressure. If they were looking, the fireman and engineer might see the needle shoot off the top of the scale. At that point they don't even have time to say, "Oh shit!"

**95. Addition for Volume XXIII:** Northern Electric Street Railway, Clarks Summit, PA. Three photos posted on Facebook on March 29, 2019 by Rosanne Guerra.





96. **Addition for Volume XIV:** A closer look on March 29, 2019, by Stacy Gardner, Forest City, PA, at two D&H photographs: the Gravity Shops, and D&H Canal Boats at Rondout. Identification labels by Stacy Gardner:



*D&H Gravity Shops, Carbondale, PA*



*D&H Gravity Shops, Carbondale, PA*

“Those particular coal wagons, with the different numbering and heights, obviously mark an upgrade and change at the machine shops in Carbondale.” Stacy Gardner, March 30, 2019

There is a bilge pump in the D&H Canal Museum a High Falls, NY

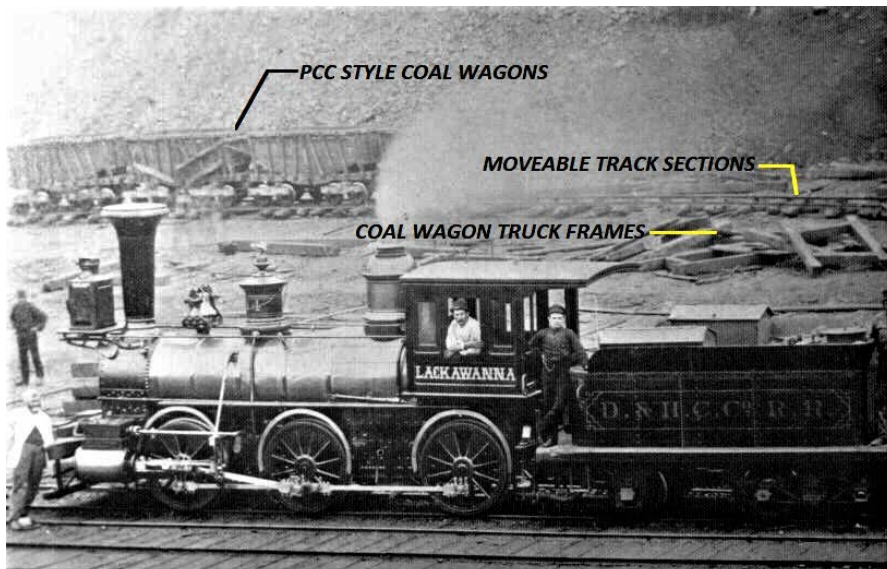
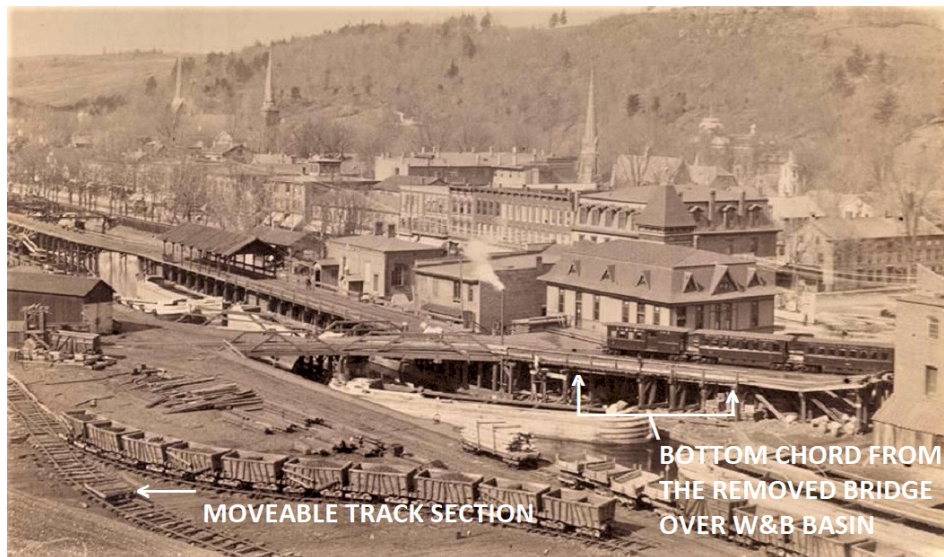


*D&H Canal Boats at Rondout, NY*



97. **Addition for Volume V:** Movable Track in photo of *D&H Canal Basin, Honesdale*. Copy of photo, with identification labels, from Stacy Gardner, April 1, 2019:

“Robert, I’m pretty sure that those sections [of movable track] were used to lay temporary track for moving the steam shovels and for getting coal wagons closer to the coal piles--since the only reach that the shovels had were the range of their buckets.”

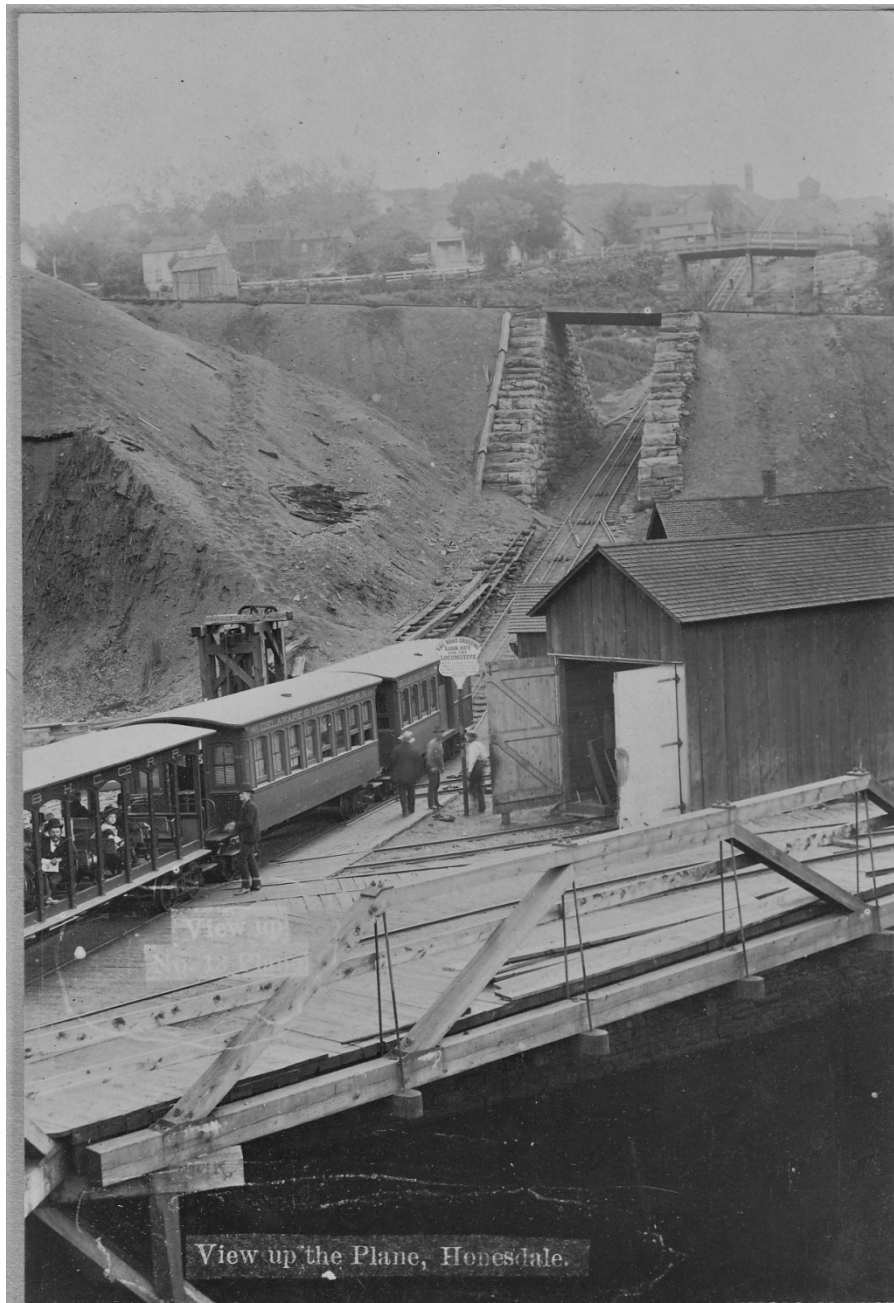


**D&H GRAVITY RR  
HONESDALE, PA.**

***Circa 1890s***

*Pictured is the 0-6-0 No. 4 steam engine "Lackawanna" taking a break from shunting cars along the coal storage area in Honesdale. In the background one can see PCC style coal wagons operating on moveable rail along the coal piles and several coal wagon truck frames. The frames are from coal wagons that went over the dumping ramps atop the coal piles - just one of the hazards one would encounter on the gravity.*

98. **Addition for Volume IV:** *Plane No. 13*, view from Stacy Gardner, April 2, 2019. Many photographs of Plane No. 13 exist. The photograph given below of Plane No. 13 is remarkable because of the sharp focus / clarity of the image, which makes it possible to see clearly details of the plane and the many structures on the mountain. In addition, it is entirely possible that the passengers in the open-air Gravity car and the railroad employees shown in this photograph could be identified.

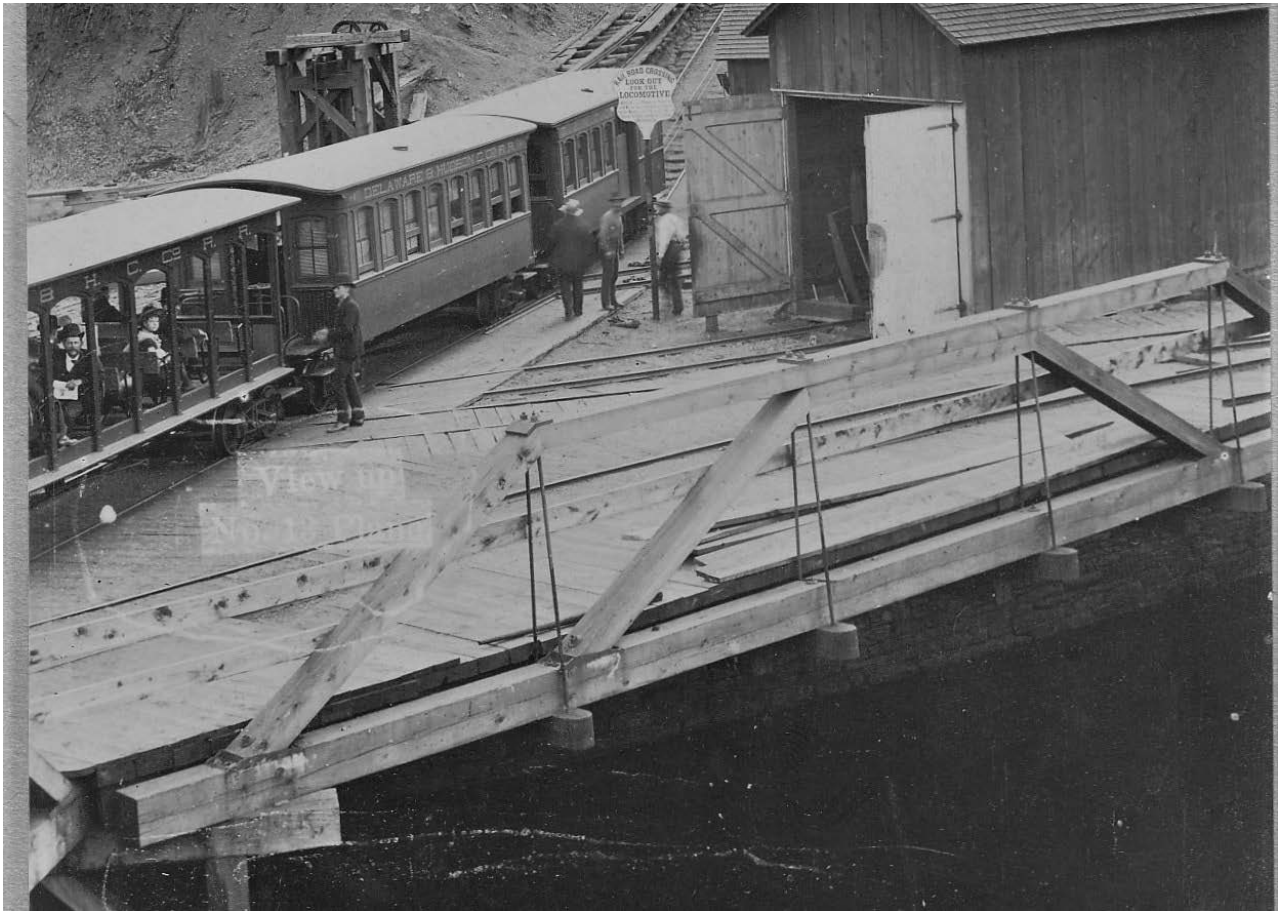


Detail of photo shown above:

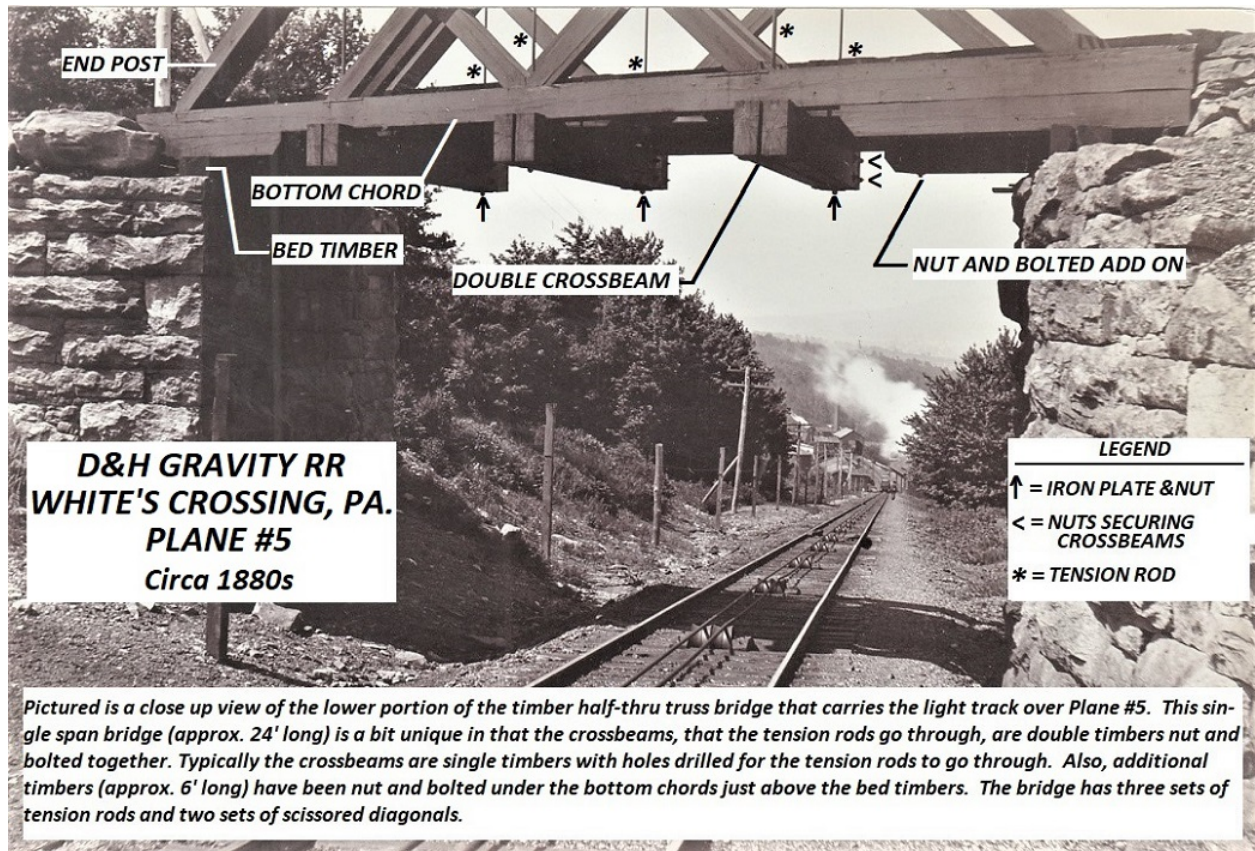




Detail of photo given above:



99. **Addition for Volume IV:** Photo of light track bridge over Plane No. 5, with identification labels by Stacy Gardner, April 3, 2019:



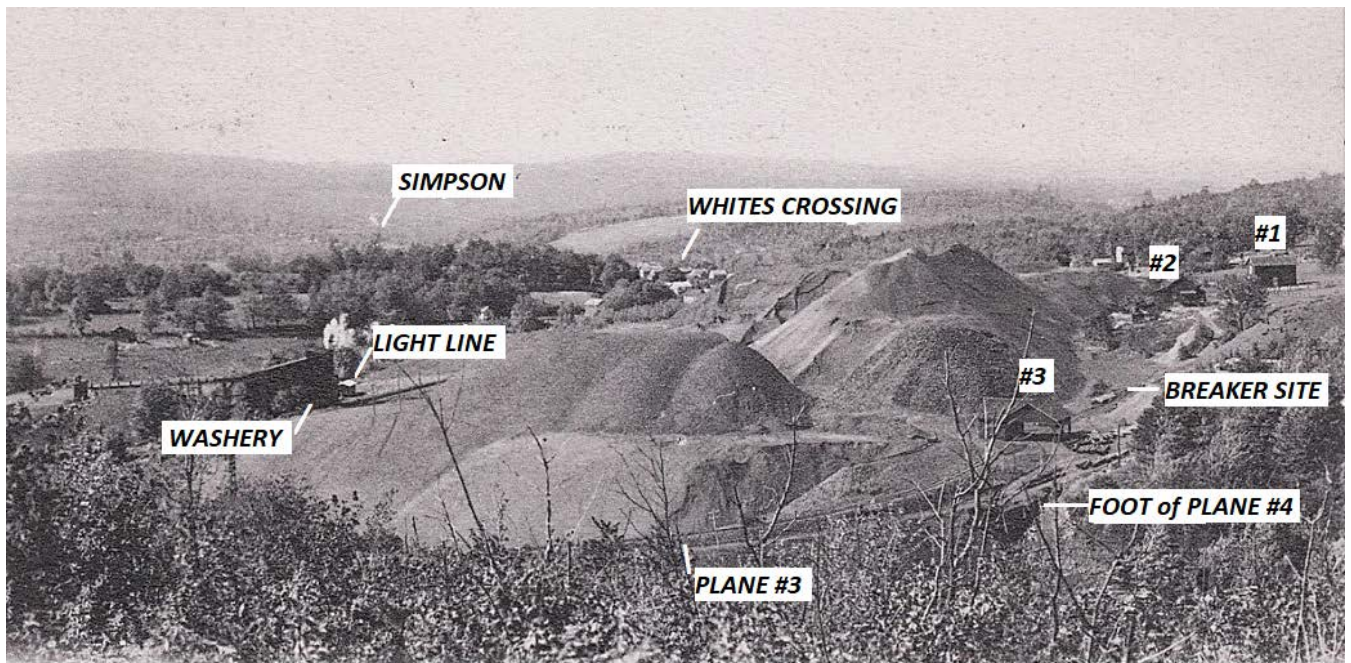
100. **Addition for Volume XXIII**, pp. 206-207: Floral Fetes at Saratoga, NY. See *First Resorts Pursuing Pleasure at Saratoga Springs, Newport, and Coney Island* by Jon Sterngass. Published in 2001 by the Johns Hopkins University Press. Excellent book. In Chapter 5 (“The Commercialization of Saratoga Springs / Racetracks, Casinos, and Souvenirs”), p. 175, we read the following on the participation by the D&H in the Floral Fetes held in Saratoga:

“Nor could Saratogians transform their city into an all-season resort, despite the new promotion of winter sports... The city also tried to hold an annual Floral Fete, modeled after the efforts of the citizens of Nice, France, who had successfully used the idea to revive their moribund carnival and turn it into a tourist attraction. Saratoga’s Floral Fetes may have attracted as many as fifty thousand spectators in the 1890s, but the novelty soon wore off, and the city held one festival of flowers after 1902.”

Also in *Sterngass*, we read the following about the presence of the D&H in Saratoga in the 1860s: “The new all-brick Congress Hall, rebuilt in 1867, with help from the Delaware and Hudson Railroad, boasted eleven stores fronting Broadway. The hotel contained six hundred rooms, a promenade plaza 20 feet wide and 250 feet long, and an observatory on top, which allowed visitors to scan the scene. After personal inspection, the hotel connoisseur of the New York Times pronounced Congress Hall ‘the best built and most thoroughly equipped summer house in America.’”



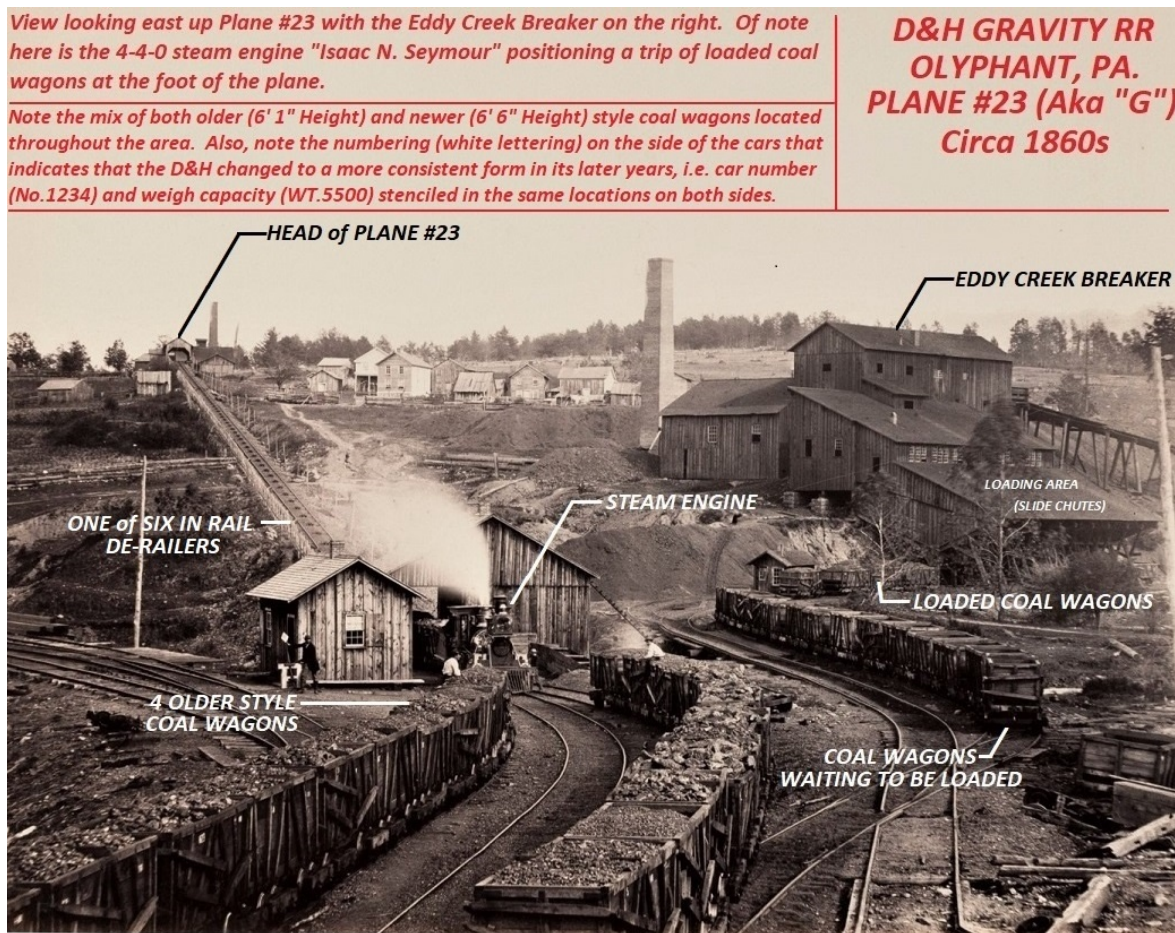
101. **Addition for Volume XVIII:** D&H Racket Brook Washery. Black and white post card photo, with identification labels, from Stacy Gardner, April 3, 2019:



*View looking northwest across the massive culm piles, left over from the Racket Brook Breaker, towards the new Racket Brook Washery which has been constructed to extract the many tons of coal from the culm piles. The #1, 2, and 3 on the right side of the photo depict three buildings still standing at the old breaker site.*

**POSTCARD PHOTO - Circa 1900**

102. **Addition for Volume III:** Photo of Plane No. 23, Olyphant, with identification labels, from Stacy Gardner, April 5, 2019:



Comment by S. R. Powell on seeing this photo from Stacy Gardner:

“Very nice. It's good to know that the steam locomotive is the *Isaac N. Seymour*. In addition to positioning loaded coal cars at the foot of the plane, it was one of several gravity-gauge steam locomotives that were also used to haul empty coal cars to breakers south of Olyphant, some of which were as far away as Wilkes-Barre. Those same steam locomotives also hauled loaded Gravity coal wagons (some from as far away as Wilkes-Barre) up the valley to Olyphant, where they (the loaded coal cars) were then sent north through the planes to Honesdale. The several tracks on the far left in the photo are the end of Level No. 22. The upper portion of Plane No. 23 (about half of the plane) still exists today. It's Gravity Avenue in Olyphant, and it is open to vehicular traffic. From the head of the plane, there, you can look down and identify easily what was Level 23 (now, also a vehicular road), which descended all the way to downtown Peckville. This photograph, by Thomas H. Johnson (Scranton, PA), is a treasure.”

103. **Addition for Volume XXIII:** Three remarkable discoveries by Stacy Gardner, on April 6, 2019, in a D&H Canal basin photograph:

--“Jimmy” coal cars. For more on “Jimmy” coal cars, see SRP Volume XVI, p. 14

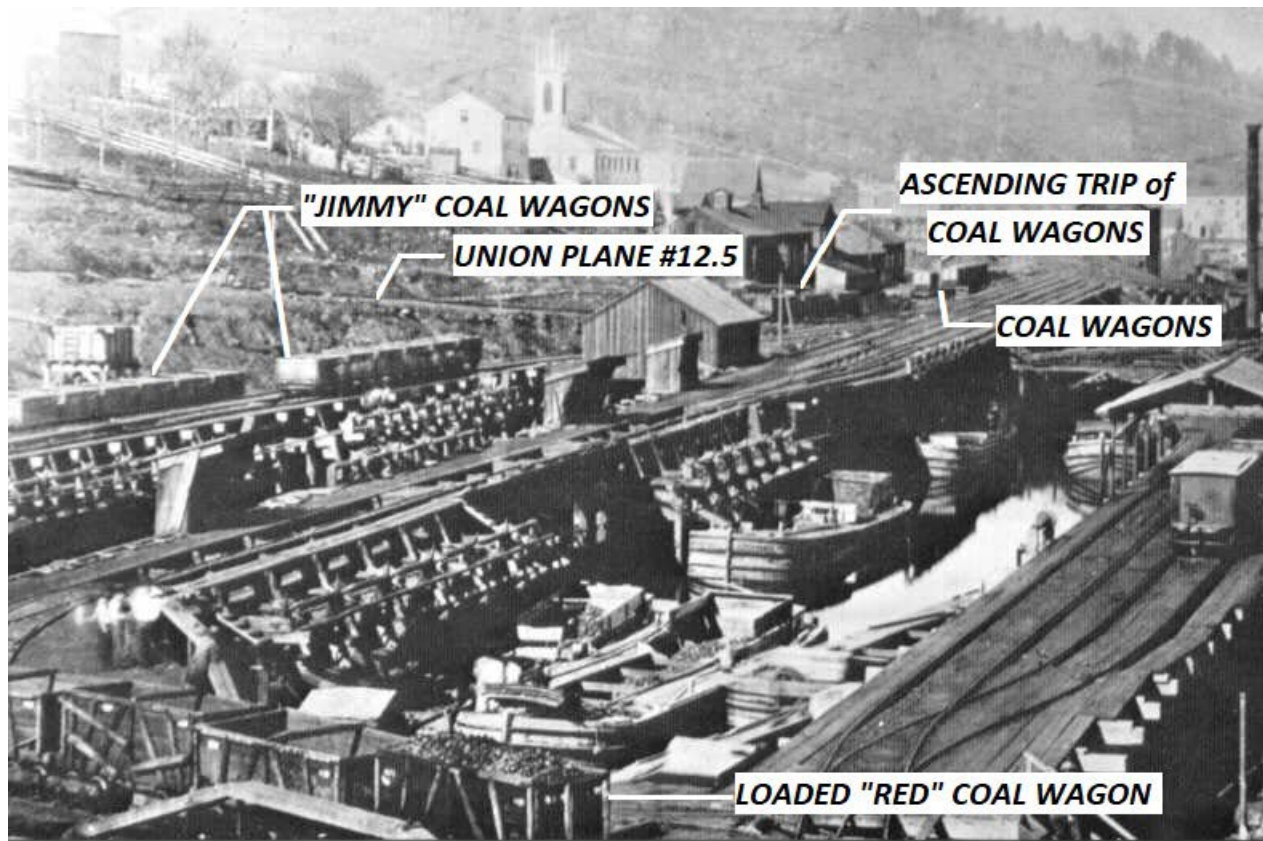
--loaded coal cars ascending Plane 12.5. Many photos of Plane 12.5 exist, but this is the only photograph known to exist of loaded coal cars ascending Plane 12.5.

--*Red Rover*: See below; see also SRP Volume XVI, pp. 16-17: “In 1869, Thomas Griffin Smith worked temporarily in the framing department at the Gravity shops in Carbondale. While there, he personally painted the first and only Gravity coal car to be painted red. The car was nicknamed the *Red Rover*. ”

In the biographical portrait of Thomas Griffin Smith that is given on pp. 3-4 of the January 1, 1925 issue of *The Delaware and Hudson Company Bulletin* (Volume 5, Number 1) we read: “Prior to his trip abroad, he became a railroad man. That is, in 1869 he had secured temporary employment in the framing department at the local gravity shops. While there he personally painted the first and only gravity coal car to be so decorated. Red mineral paint was the body coloring used, while the trucks were smeared with coal tar. The men who followed the rails in that day were very proud of the brilliantly colored little coal car and, in expression of such sentiments, they nicknamed it the ‘Red Rover.’ . . .”

Here, then, is that photograph of the D&H Canal basin in which Stacy Gardner made three remarkable discoveries:

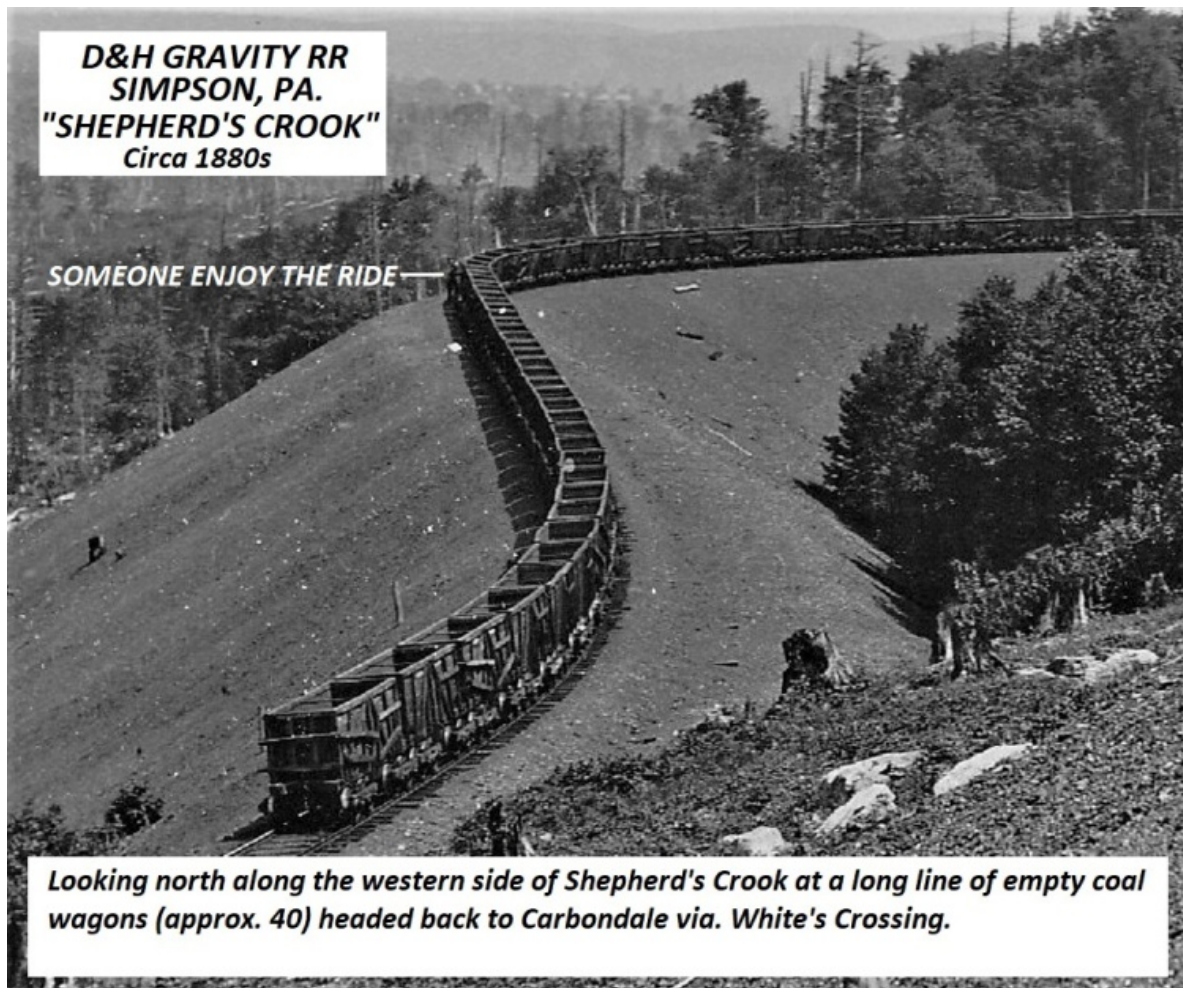




*D&H Canal Basin, Honesdale, PA, circa 1860. View looking northwest across the upper basin. Red Rover is in the center foreground of this photograph.*

104. **Addition for Volume IV:** Free ride on an empty coal car. Upon close examination of this photograph of a huge string of empty coal cars descending through Shepherd's Crook, Stacy Gardner discovered a "passenger" clinging to the side of one of the cars.

Jumping onto Gravity coal cars by unauthorized persons was a frequent and very dangerous act in the nineteenth century, and more than a few such persons were killed in doing so. Frequent offenders were huckleberry pickers on the Moosic Mountain.



# 105. Addition for Volume XVI: D&H Summer Cars:

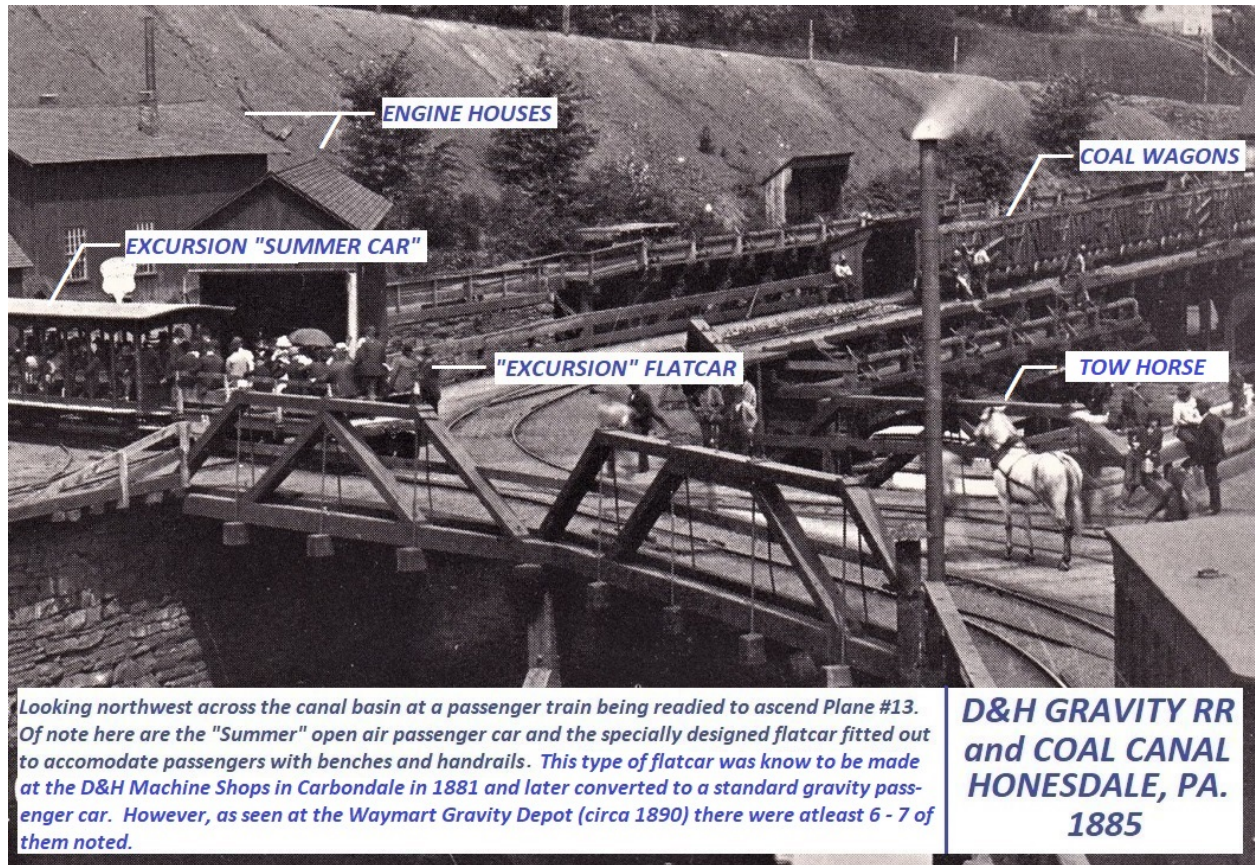
Summary Statement: Passenger, Freight and Other Cars, circa 1890 (*Inspection of Lines* : ., 1927, p., 40)  
(See SRP D&H Volume VIII, p. 193, and Volume XVI, p. 12):

Recapitulation of Passenger, Freight and Other Cars										
PASSENGER SERVICE CARS										
Steam Road	Pass. Cars	Bagg. Cars	Smok. Bagg. Mail	Pass. and Expr. Cars	Bagg. and Expr. Cars	Combina- tion Cars	Mail and Bagg. Cars	Mail Cars	Mail, Bagg. & Expr. Cars	Total
Penn. Divn. ....	29	6	3	1	..	..	..	26	1	66
Sar. & Cham. Divs.	126	1	..	..	11	1	4	..	..	143
Susq. Divn. ....	40	12	..	..	..	..	3	..	..	55
Adirondack R. R.	8	..	..	..	..	..	..	..	4	12
Total .....	203	19	3	1	11	1	7	26	5	276
FREIGHT SERVICE AND WORK SERVICE CARS										
Steam Road	Box Car	Flat Car	Refr. Car	Caboose	Other Cars	Coal Cars	Snow Plows	Stock Cars	Frt. & Other Cars	Total
Penn. Divn. ....	10	12	3	43	30	..	..	..	..	98
Sar. & Cham. Divs.	815	503	..	38	57	567	2	5	..	1,987
Susq. Divn. ....	1,443	497	..	57	4	7,546	1	108	..	9,656
Adirondack R. R.	..	..	..	..	..	..	..	..	55	55
Total .....	2,268	1,012	3	138	91	8,113	3	113	55	11,796
Gravity Road										
			Coal Cars	Frt. & Other Cars	Pass. Cars. & Bagg. Cars	Summer Cars	Officers' Cars	Total		
Total .....			4,500	*226	14	20	1	4,761		
* Includes two steam shovels.										
Total steam mileage—790.44										
Total gravity mileage—55.3										

**Passenger Cars and Summer Cars:** The “passenger cars” were the closed coaches, many of which had names, e.g., *Eclipse*. The “summer cars” were of two types: (1) passenger coaches with a roof, open sides, and an open front, and (2) flatcars that were fitted up with railings and improvised seats. Some of these passenger flatcars were ultimately converted into passenger coaches (both open and closed) with a roof. Sincere thanks to Stacy Gardner, Forest City, for his detective work among D&H photos in pursuit of photographs of D&H passenger flatcars.



Photo with identification labels by Stacy Gardner:



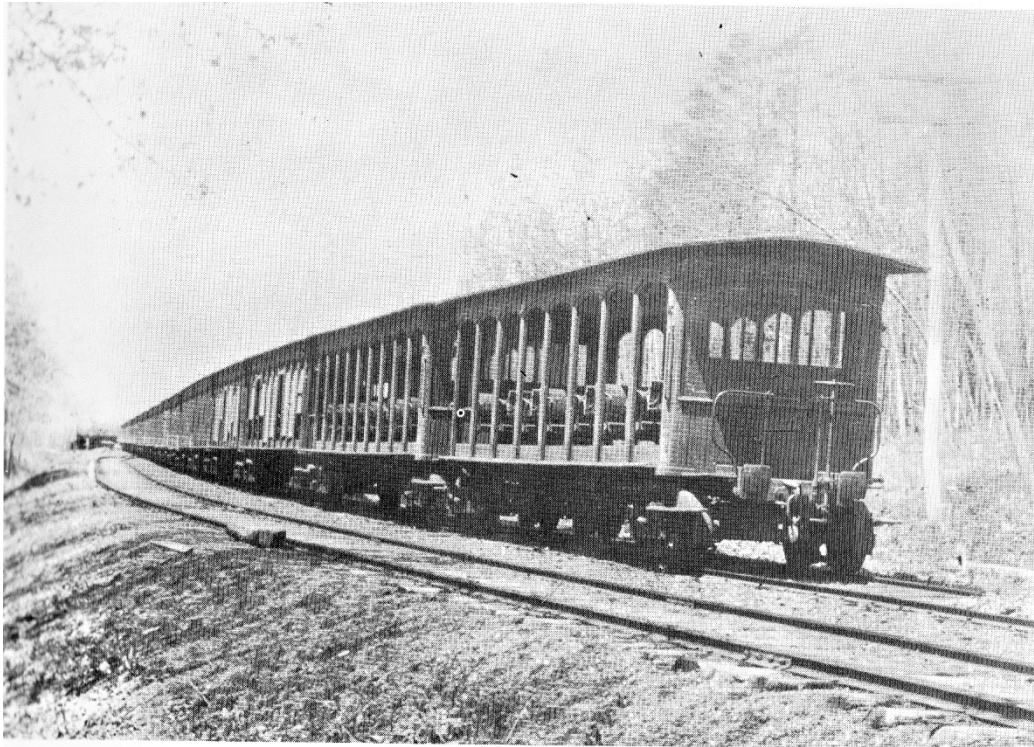
Note: The photo taken at the Waymart Depot in the 1890s in which six or seven of these excursion flatcars is given below:

A group of excursion flatcars at the Waymart depot, each with 20-25 passengers. Photo given in Philip Ruth. *Of Pulleys and Ropes and Gear*, 1997, p. 51:



*Lured by the promise of spectacular views, a breathtaking ride, and fascinating mechanics, excursionists flocked to the D&H Gravity in astonishing numbers after its opening for passenger service in April 1877. This photo of a crowd assembled beside the Waymart depot was taken around 1890.*

*D&H "Summer" open-air passenger cars, on the Light Track below Shepherd's Crook:*

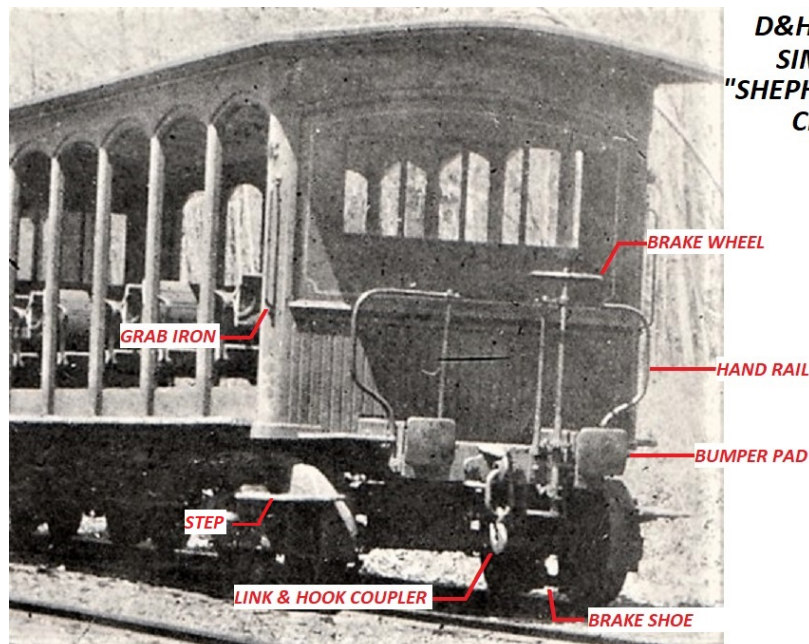


This photo is given in *Shaughnessy*, p. 195. Shaughnessy does not offer any explanation or comment as to why these cars are lined up here. From Shaughnessy's caption, however, we learn that the original of this photo is in the G. M Best collection. Possibly there is a date on the back of this photograph in the G. M. Best collection?

A cropped version of this photograph is given in *The Delaware and Hudson Company BOARD of MANAGERS INSPECTION of LINES JUNE 2, JUNE 5, 1927*, p. 28. See also *SRP D&H Volume VIII*, pp. 120-123.



From Stacy Gardner, June 10, 2019:



**D&H GRAVITY RR  
SIMPSON, PA.  
"SHEPHERD'S CROOK"  
Circa 1879**

PICTURED IS A CLOSE-UP VIEW OF AN EXCURSION OPEN-AIR "SUMMER" PASSENGER CAR AS SEEN ON SHEPHERD'S CROOK JUST OUTSIDE OF SIMPSON. THE FIRST OF THESE CARS WAS BUILT IN 1879 AT THE D&H SHOPS LOCATED IN CARBONDALE.

The first public appearance of this photograph, it wouldn't surprise me to learn, was probably in 1927, when it was "discovered" by the D&H among many photos in the holdings of the Company, and then used/published in the 1927 "Inspection of Lines" book. From Shaughnessy's Bibliography (p. 471), we learn that Gerald M. Best published a book in 1966 titled *Locomotives of Dickson Manufacturing Co.* It seems highly unlikely that this photograph of D&H-made cars would be used in a book on Dickson-made locomotives. Most probably, Best had this photograph simply because he had a passionate interest in railroads and collected railroad photographs.

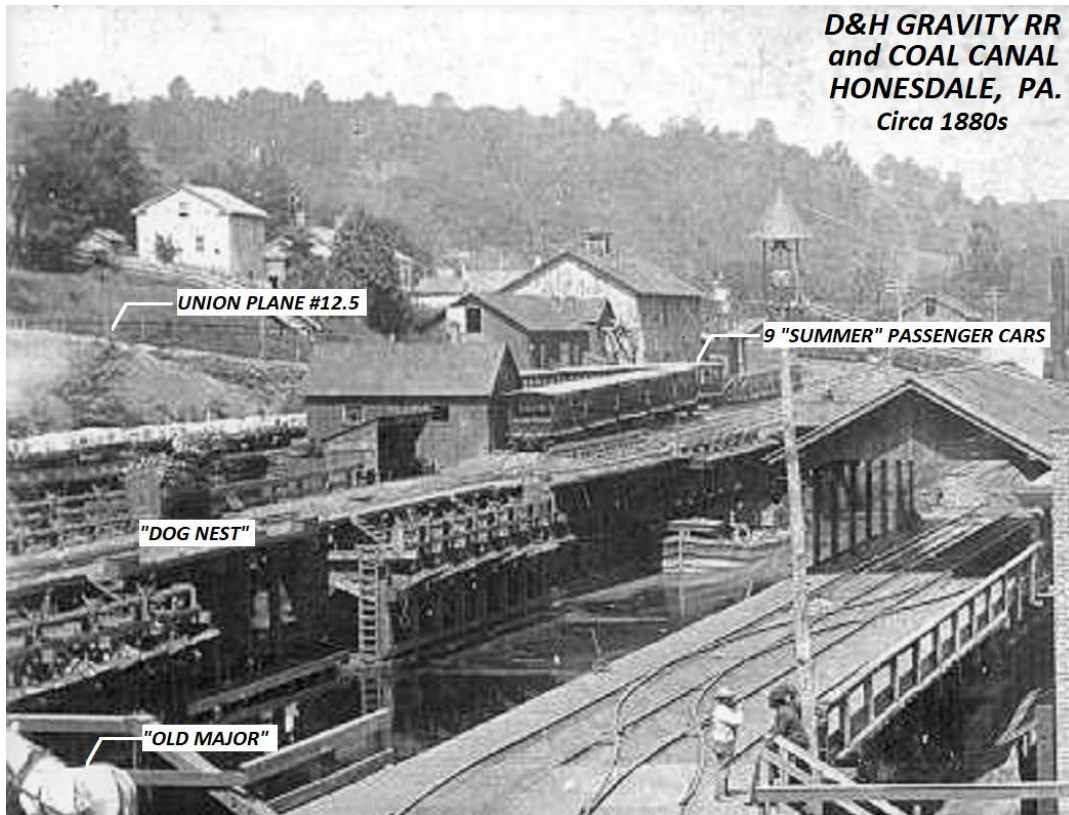
Where was this photograph taken? Having descended the mountain from Farview and descended through Shepherd's Crook, these "Summer" open-air passenger cars are on the light track between Shepherd's Crook and White's Crossing.

Why are these cars parked here? What are we looking at in this photograph? Stacy Gardner and S. R. Powell offer, humbly, the following possible explanation:

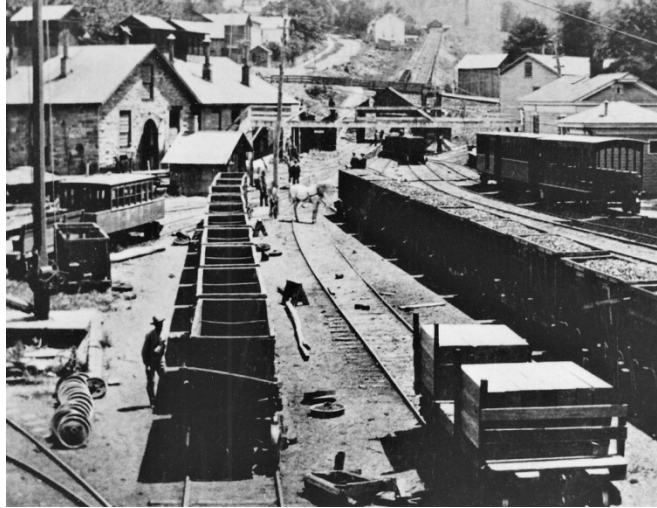
These cars are possibly on their way to winter storage. Where: In the Carbondale yard? In the area behind the Gravity shops?

Except for the first two cars, these cars all appear to have curtains hanging on the sides of the cars. Possibly these curtains are to protect the interior of these cars during the winter months? These cars could not have been parked at this site for any length of time because the Gravity Railroad was open year-round, and to store cars here would have blocked freight and passenger traffic on the light track back into Carbondale.

In the photo given below, nine “Summer” passenger cars are seen at the Canal Basin in Honesdale (photo from Stacy April 12, 2019). It appears that 5 of these cars, in storage, have curtains on the sides, like the curtains on the cars in the photograph shown above:



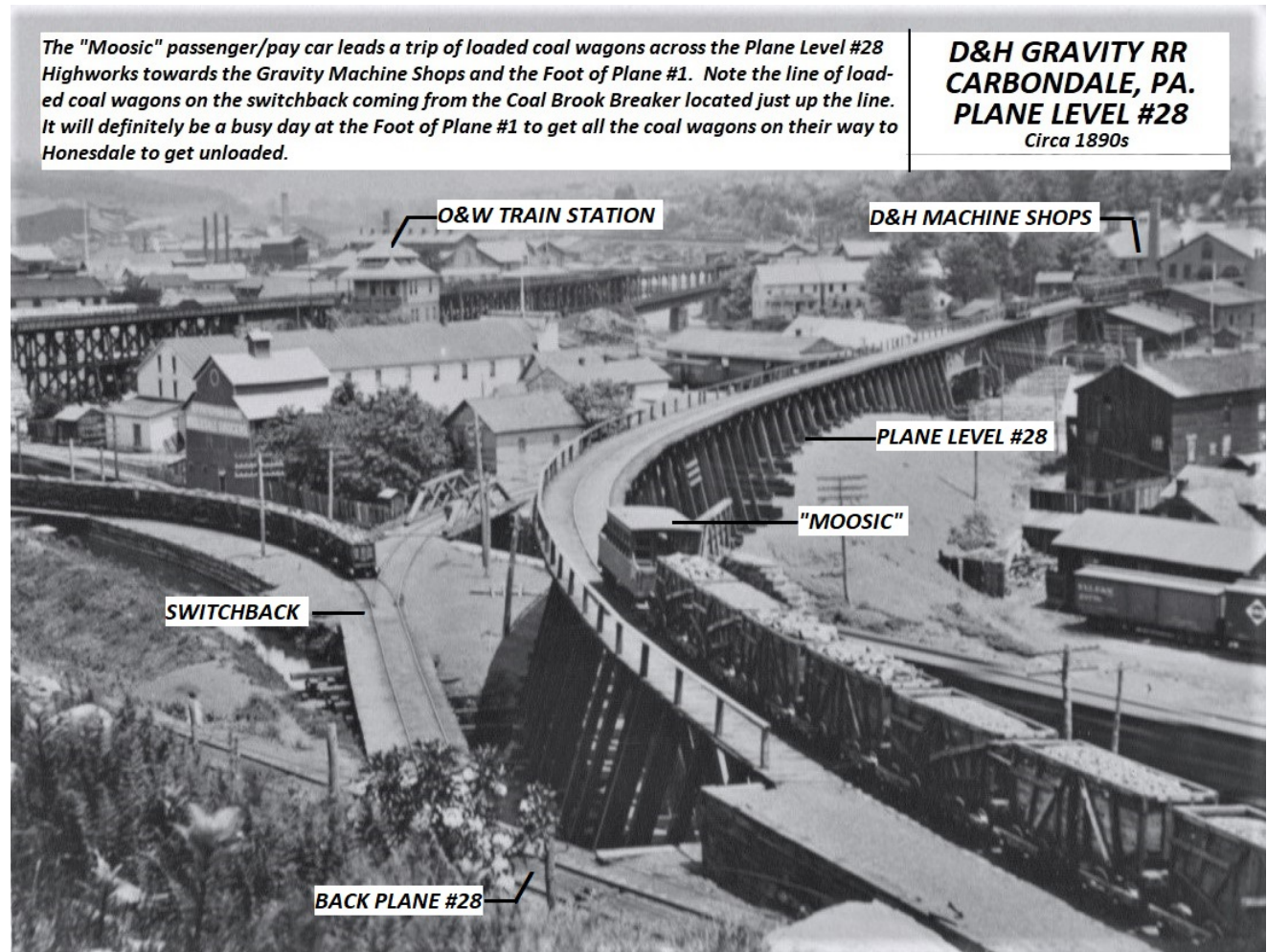
Stacy Gardner: "ROBERT, SEE THE ATTACHED PHOTO ENLARGEMENT OF THE MACHINE SHOPS TAKEN RIGHT AFTER THE POSED PHOTO EARLIER IN THE DAY. ON THE LEFT IS AN EXCURSION FLATCAR SHOWING ONE SIDE OF THE BENCH SEATING THAT RUNS THE FULL LENGTH OF THE CAR - IT IS COUPLED TO A MULTI-PURPOSE CAR SIMILAR TO THE "PASAAIC", HOWEVER, IT HAS 7 WINDOWS VISE 5 ON THE "PASAAIC". I DON'T BELIEVE THAT I'VE EVER SEEN THE "MOOSIC" IS IT A POSSIBILITY??? ON THE RIGHT SIDE OF THE PHOTO IS A COMBO CAR COUPLED TO A "SUMMER" OPEN-AIR PASSENGER CAR."



S. R. Powell: "Nice find. That might well be the *Moosic*. I do know that it was much fancier than the *Passaic*, but I have never seen a photo of the *Moosic*. Both the *Moosic* and the *Passaic* were pay cars. There's a lot of info on both cars in my D&H Volume XVI, sections 1613 and 1615. If you don't have that volume, I'll send you a copy of those two sections of Volume XVI."

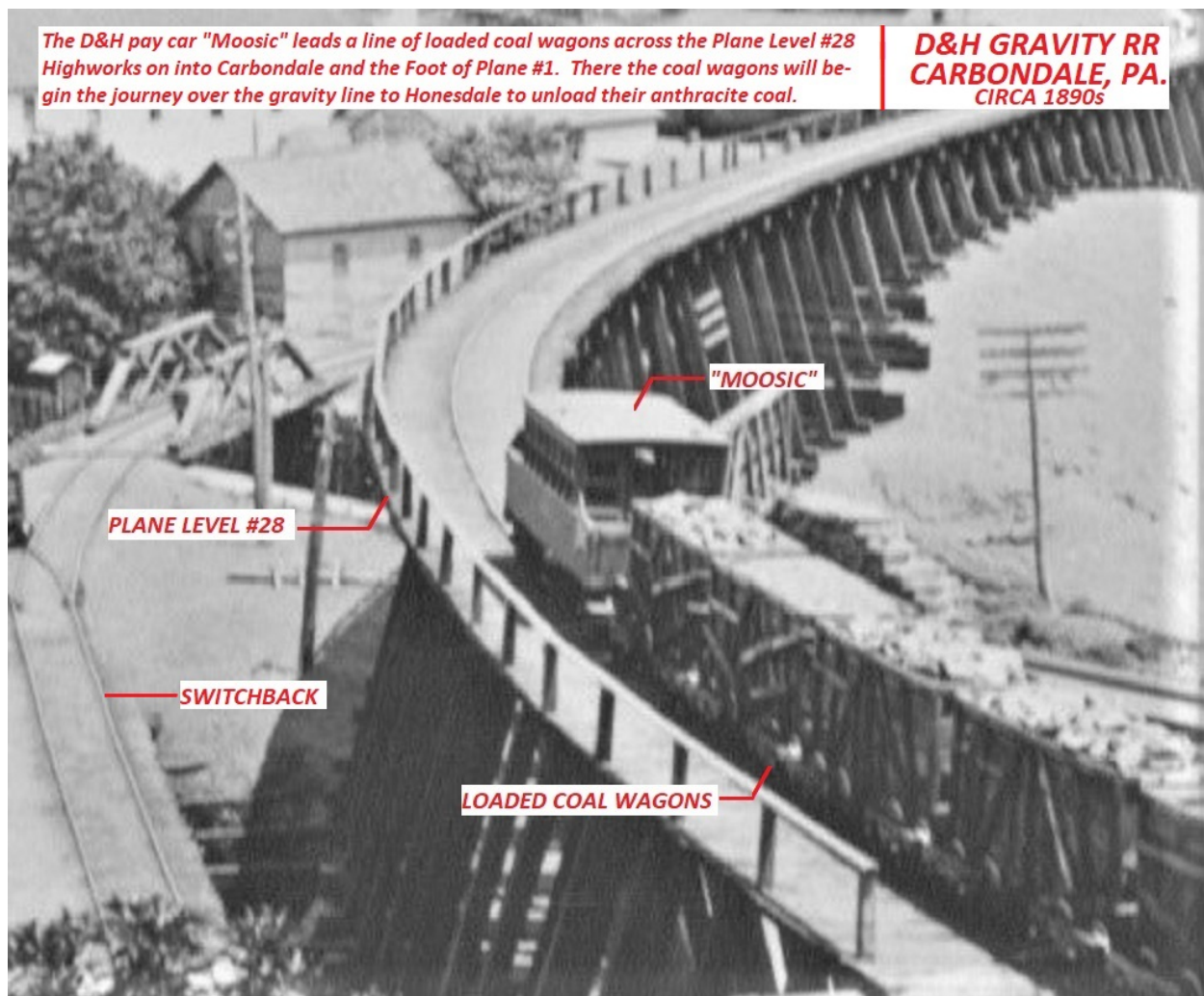


Moosic from Stacy, April 25, 2019:



*The D&H pay car "Moosic" leads a line of loaded coal wagons across the Plane Level #28 Highworks on into Carbondale and the Foot of Plane #1. There the coal wagons will begin the journey over the gravity line to Honesdale to unload their anthracite coal.*

**D&H GRAVITY RR  
CARBONDALE, PA.  
CIRCA 1890s**



106. **Addition for Volume XI:** “Little Starrucca” (Thompson, PA). Photo taken on April 6, 2019 by Shane Blische, and posted by him on Facebook, April 9, 2019. Blische also posted a photo of this same bridge that was taken in 1950 by William S. Young. Comment posted by SRP on April 9, 2019:

**Silas Robert Powell:** “Very nice to see the "then and now" photographs of the "Little Starrucca Viaduct" just north of Thompson. Bryce R. Blair was the chief engineer who built the Jefferson Branch in the period May 1869--October 10, 1870. Just five days after the Jefferson Branch opened, the D&H advertised (on October 15) for contractors to build the 23.3 mile long L&S from Jefferson Junction to Nineveh, which was formally opened on January 1, 1872.”



Photo of “Little Starrucca Trestle” by William S. Young, 1950. The Erie Railroad identified this bridge as “Trestle No. 2  $\frac{3}{4}$  Jefferson Branch.” On D&H valuation maps, this bridge is identified as “Bridge No. 11.65” (11.65 is the mileage from this site to Jefferson Junction). This trestle was 480 feet long and about 86 feet above the stream under the bridge. The original trestle on this site was constructed entirely of wood.



Photo of “Little Starrucca Trestle” site, April 6, 2019, by Shane Blische



The photograph given below of the Little Starrucca Viaduct, taken in 1909 by O. J. McDuff, was posted on Facebook on April 24, 2019 by Hans Molder:



107. **Addition for Volume I:** In 1875, J. A. Clark published *The Wyoming Valley, Upper Water of the Susquehanna, and the Lackawanna Coal-Region....*, the title page of which is shown below:

THE  
WYOMING VALLEY,  
UPPER WATERS OF THE SUSQUEHANNA,  
AND THE  
LACKAWANNA COAL-REGION,  
INCLUDING  
*VIEWS OF THE NATURAL SCENERY OF NORTHERN  
PENNSYLVANIA,*  
FROM THE INDIAN OCCUPANCY TO THE YEAR 1875.  

---

PHOTOGRAPHICALLY ILLUSTRATED.

---

EDITED BY  
J. A. CLARK.  
SCRANTON, PA.:  
J. A. CLARK, PUBLISHER.  
1875.

Included in that remarkable book by Clark, as Chapter XXVIII, is a history of the D&H, from the very beginning of the company up to 1874 when the D&H office building on Cortlandt Street in New York City was erected. A copy of a portion of Clark's Chapter XXVIII (see note below) was placed under the cornerstone of that building in 1874. Here is that history:

## CHAPTER XXVIII.

### DELAWARE AND HUDSON CANAL COMPANY.

"And in still groves  
Where mild enthusiasts tuned a pensive lay,  
Of thanks and expectation, in accord  
With their belief, I sang Saturnian rule  
Returned—a progeny of golden years  
Permitted to descend, and bless mankind."  
—WORDSWORTH'S "EXCURSION."

This company, the pioneers in developing the coal interests of the Lackawanna Valley, from small beginnings, has risen to be one of the largest, wealthiest, and most respected institutions in the country, and throughout the entire section traversed by its improvements, it has the entire confidence of the people in an eminent degree, which its management has earned by an unbroken record of prompt, honorable dealing in all its transactions, public and private.

Its early history is an interesting one, more like a romantic rehearsal than a chronological record of events. Financial dangers of a formidable character had threatened its existence; legislative bodies were moved by the levers of personal jealousy and fancied rivalry to crush it in its infancy; and this too, at the instigation of men who, for their private fortunes, and social positions in life, were indebted solely to the very operations they were seeking to arrest. The hollow, absurd cry of monopoly was raised against it, and this also at a time when the shares originally costing \$100 each, had been for six or seven years on the hands of the stockholders without yielding a single dividend, and had, therefore, in effect cost about \$140 per share, and could actually be bought in the market at that time, for from \$60 to \$70 per share, or half what it had already cost. Even further, at one time a crisis occurred in its history when nearly an unanimous vote was ready

to declare in favor of surrendering the whole concern to the Legislature, because of the heavy strain which was pressing it toward financial ruin.

The close of the war of 1812, left charcoal at ruinous prices; this was occasioned by the interruption of commercial intercourse between Liverpool and Virginia, which cut off the supplies of fuel almost completely. Men familiar with the nature of anthracite coal attempted to relieve this embarrassment, if possible, by the introduction among manufacturers of this new kind of fuel. This hearty endeavor brought to the surface a young merchant of Philadelphia, named William Murts, a self-reliant and determined man, to whose genius more than any other man on record belongs the glory of first pushing into the wilderness along the Lackawanna river to secure coal, and for it, an outlet.

His explorations commenced about 1812, and his first hope, founded upon the obscure knowledge attainable at that early day of the contour and geological structure of the country was to trace the coal up the valley of the Lackawanna, following the course of the mountain ranges and elevations, to the Delaware River, and by a careful survey of the gaps, Rixe's, Wagner's, and Cobb's, with a view of finding a passage to the head-springs of the Lackawaxen, through whose waters it was supposed that coal could be carried, thus affecting an eastern market. His





researches were extended by himself and subsequently by his agents, over the central and northern portion of the valley.

An accidental incident at this period, which lends a romantic charm to the rugged pathway of young Wurts, seemed to be providentially cast in his way. While searching up and down the Lackawanna he came across a hunter, named David Nobles, familiar with places where black stones could readily be pointed out. The State of Pennsylvania had not at this time withdrawn its prerogative of imprisonment for debt, and Daniel Nobles, struggling in vain with poverty, being threatened for a trifling debt by an extortionate neighbor in the adjoining county of Wayne, fled to the woods with his gun to avoid the officer and jail. Mr. Wurts found him rambling over Ragged Island, heard his pitiful tale, and, after replenishing his purse to the extent of the liability, employed him to hunt coal and bring knapsacks of provisions over the mountain from the township of Canaan, in Wayne County, where a few farmers seemingly prospered. He became during the summer months, the inseparable companion of the pioneer, sounding his way up the windings of the Lackawanna.

After the discovery of vast bodies of coal upon lands, the possession of which was essential in maturing the original purpose, Mr. Wurts used Nobles as an agent in securing good purchases, because of his rough exterior, in order to avoid the suspicion that any capitalists were endeavoring to control vast quantities of acres, so prejudicial was the narrow minded yeomanry at that early date of monopoly, of anything that looked like an innovation.

By such artifices, honorable as ingenious, Mr. Wurts secured control of several thousand acres of coal land in the county of Luzerne, in the year 1814. The cost of the soil at this time was but fifty cents to three dollars per acre. The average value at the present time ranges from \$1,000 to \$2,000 per acre. The giant timber spread over it was of no account, and much of it upon the site of Carbondale was felled and burned away to prepare it for the reception of the cabins of the workmen. These purchases

included the region where Carbondale and Archbald are located, with a portion of the intervening land, and a small section in Providence, on the Anderson farm, above Cobb's Gap, where in 1814, he opened the seven and nine feet veins of coal to obtain specimens for exhibitions in Philadelphia, New York, and other sections of country.

Hon. Paul S. Preston, of Stockport, Pennsylvania, a warm friend of Col. George W. Scranton and the Erie road, in a letter to the *Auburn Daily Advertiser*, of January 19th, 1849, writes:

"In the year 1814, I heard my father tell Maurice Wurts, in Market street, Philadelphia, 'Maurice, thee must hold on to that lot on the Lackawanna, that you took for a debt of David Nobles, it will be very valuable some day, as it has stone coal on it and under it.'"

Maurice Wurts, above referred to was a brother of William, and from this date, 1814, their labors were united in their endeavor to develop the anthracite coal beds of the Lackawanna region.

The building of the Pacific Railroad will not compare in any acceptable sense to the early efforts of these two hardy men in a forest undertaking to reach the civilized world, with a commodity that carried with it prejudice instead of favor. They hardly knew rest from body, soul, strength, and mind. They slept in the woods; fared like barbarians; were beset with natural obstacles; were devoid of capital sufficient to see the way clear ahead of them; were ridiculed as adventurers; were persecuted by their neighbors; were hindered by malicious falsehoods; and traduced by rivals, until their sublime mastery commanded respect.

In the year 1816, they made an attempt to transport the coal already mined to the Wallenpaupack, or some stream leading into it. The whole summer of this year was spent by Mr. Nobles in clearing Jones's Creek, of the interlocking logs and drift-wood. After a raft had been constructed, two sled-loads of the first coal ever carried from the Lackawanna coal region, were loaded upon it. This stream is one of the upper and larger branches of the Wallenpaupack, being eight or nine miles from the coal mines opened in Providence, and was select-

Meeting of  
William Wurts  
and David  
Nobles

"... in Providence, on the Anderson farm, above Cobb's Gap, where in 1814, he [William Wurts] opened the seven and nine feet veins of coal to obtain specimens for exhibitions in Philadelphia, New York, and other sections of country."

"... Mr. [William] Wurts secured control of several thousand acres of coal land in the county of Luzerne, in the year 1814."



ed as one of ample capacity to carry light rafts and small cargoes down to the Paupack. A long heavy rain had so swollen the volume of water, that when the raft swung out into the current with its freight of black diamonds, it ran safely for a distance of nearly a mile, when, encountering a projecting rock, the frail float went to pieces, and the coal sank into the flood. This unfortunate mishap was not allowed to affect the maturing of the grand scheme of their minds, and they turned their attention to the slackened waters of the Wallenpaupack, one of the tributaries of the Lackawaxen, about twenty miles distant from the coal beds to this point; then coal was drawn on sleds by slow ox-teams on the old Connecticut road from the Delaware, where it could be floated to Philadelphia. But, the staid old notions of that modest city, did not appreciate the black stones, and "blowing" and "stirring it up" would not make it burn. They had seen the black stuff before; had seen it put the fire out when it was "dumped on" (for grates had not been introduced affording draft), and true to their economy they broke it up for street gravel and sidewalks.

This route was abandoned as a complete failure, and what little coal had passed over it had incurred a ruinous expense. Operations farther up the valley in the wilderness, in the vicinity of Rixe's Gap were next attempted. Here we find them mining at a spot now called Carbondale. This was in 1822, and ten years of failures and sad disappointments had elapsed since the time when the proud young merchant of Philadelphia had appeared on the scene. Ten such years are rarely recorded in the history of men.

Nothing daunted, however, they still adhered to their mission. At these mines (there were but two, designated on their rude map by a couple of dots, called north and south mines), these determined veterans kept their force at work until late in the fall, forming a sort of encampment in the woods, sleeping on hemlock boughs and leaves before a large camp-fire, and transporting their provisions for miles upon horseback. The mine was kept free from water by a rude pumping-apparatus moved by the

current of the river, and when the accumulation of ice upon it obstructed its movements, a large grate made of nail-rods was put in blast, in which a fire of coal was continually kept burning and removing the difficulty. In this slow, laborious manner, they succeeded at great expense in taking out about eight hundred tons of coal, which they intended to have drawn upon sleds over the mountain through Rixe's Gap to the Lackawaxen during the winter, in order to be floated down the Delaware to Philadelphia in the spring.

A new misfortune awaited them; the winter which succeeded these trying efforts was unusually mild, the snow falling in limited quantities, remaining on the ground but a few weeks at the most, and high winds prevailed which heaped it in drifts, leaving part of the highways bare, and the remainder difficult of passage. Only one eighth of the summer's labor, or about one hundred tons were drawn to the rafting place, by the way of Cherry Ridge.

Arks were found to be too expensive, and easily damaged in their downward passage. Instead, they resorted to rafts of dry pine trees, as before-mentioned, and succeeded in finding a market at last, in Philadelphia at ten and twelve dollars a ton. At these figures it was estimated that a remunerative profit could be realized on coal transported in this manner, or even in arks, provided the navigation of the Lackawaxen was made safe by practical slack-water improvements.

About this time it became generally known that inexhaustible mines of stone coal existed in the Lehigh, the Schuylkill, the Susquehanna, and the Lackawanna. The coal of the two former valleys, from their proximity to Philadelphia would unquestionably first be carried to that city, and from thence find its way to the markets along the sea-board. No coal having been discovered in the State of New York, it was deemed an object of primary importance, to supply the great commercial metropolis with this excellent fuel, by a shorter and more direct communication.

An inspection of the map of Pennsylvania, showed the Lackawanna Coal Valley, extending more than forty miles in a north-easterly direc-

Unsuccessful attempt to market anthracite coal in Philadelphia

1822: Wurts brothers began mining in Carbondale

"The mine was kept free from water by a rude pumping-apparatus moved by the current of the river...."



The Wurts Brothers decide to market their coal in New York City.

March 13, 1823: PA legislature grants permission to Wurts Brothers to improve the navigation of the Lackawaxen River.

April 23, 1823: Delaware and Hudson Canal Company incorporated in the state of New York

tion from the Susquehanna—its head waters interlocking with the tributary streams of the Delaware, and less than a hundred miles distant from the North River. This extraordinary fact forcibly struck the minds of the Messrs. Wurts and their friends. They conceived the project of improving the navigation of the Lackawaxen, and of making a canal from the Delaware to the Hudson, along the valleys of the Neversink and the Roundout. Such a canal when completed, would form an uninterrupted water communication between the city of New York and Keene's Pond, at the head of the Vanorka Branch of the Lackawaxen—leaving a portage of only nine and a half miles from that point to the coal mines on the Lackawanna.

This splendid scheme of improvement, promised a golden harvest to the projectors, and should have commanded the unqualified approbation of the people, but here, these noble-minded pioneers were beset with almost every conceivable impediment which a selfish and bigoted people could thrust in their way.

On the 13th of March, 1823, the Legislature of Pennsylvania passed an Act authorizing Maurice Wurtz to improve the navigation of the river Lackawaxen; on the 23rd day of April in the same year, the Legislature of New York incorporated the Delaware & Hudson Canal Company. By the former Act, authority was granted "to levy a toll on all commodities passing down that river, if improved by slack-water navigation, of twelve-and-a-half cents per ton per lock;" and by the latter it was enacted, "that the toll on stone coal should not exceed eight cents per ton per mile." In 1824, a pamphlet was published by the Wurts brothers, as proprietors of the Lackawanna coal mines, containing an estimate of transporting coal from those mines to the city of New York by the Delaware and Hudson Canal, together with the reports of Judge Wright and Colonel Sullivan, under whose direction the route of the canal had been surveyed, and whose opinions were favorable to the project.

The original Act of the State of New York, authorized the company "to make a canal between the rivers Delaware and Hudson." On the 7th of April, 1824, a supplement was passed

enlarging the capital from \$500,000 to \$1,500,000, with authority to extend the canal from Carpenter's Point to the mouth of the river Lackawaxen. A second supplement was obtained in November of the same year, by which the company was permitted "to employ \$500,000 in the business of banking, and to establish a banking house in the State of New York."

About this period also, Professor Griscom, of New York, was engaged by Messrs. Maurice and William Wurts to visit their coal mines on the Lackawanna. He made a favorable report of the quality and immense quantity of Anthracite coal in this region, with a special reference to the superior location of the mines belonging to these gentlemen.

Being now fortified by legislative sanctions, the projectors boldly entered the money market of New York, and displayed to capitalists their magnificent scheme. They offered mines rich and inexhaustible—the exclusive command of the coal trade in that direction, and a bank charter. The profits on coal would be immense, it could be delivered in New York, after paying all charges, for an estimated price of three dollars per ton, and was then selling for ten or twelve dollars per chaldron. In Europe, as they represented it, every canal supported by the coal trade had yielded an abundant revenue; the stock had risen an hundred, and in some instances a thousand per cent., merely from tolls. The canal would be able to transport 300,000 tons per annum to market when in complete operation, and the profits of a few years would be sufficient to replace the capital expended. Besides the coal, it would be in the power of the company to monopolize the lumber of all the branches of the Lackawaxen, of the Delaware, and the Susquehanna—abounding with forests of white and yellow pine. While they were diverting from a rival city a rich and valuable trade, they would augment the tolls of the canal and aggrandize the commercial metropolis. Such were the arguments put forth by what was denominated an address of the Coal Mine and Navigation Company, just before bearding the monied lions of New York. In this sanguine strain let it be understood, the Messrs. Wurts

Professor Griscom's favorable report on the coal resources of the Wurts Brothers.

had infused an equal amount of earnestness and sincerity, although the crude notions concerning machinery to ship from one lake or pond to another seem, at the present age of improvements, an absurdity.

Early in January, 1825, the Commissioners appointed under the Acts of the State of New York for that purpose, opened the books to receive subscriptions to the stock of the Delaware & Hudson Canal Company. And now; the light began to herald a dawn of better times for the long dwelt on scheme of the indefatigable brothers. Such was the rage for speculation in coal mines, that the capital stock of one million and a half was instantly subscribed, and the company soon after became legally organized.

On the 4th of February in this year, Mr. Duncan, Chairman of the Committee of the Senate of Pennsylvania, to whom was referred the resolutions relative to foreign corporations, made his report, which excited much attention abroad. He contended "that a corporation in this State has not the power to hold lands in mortmain, without the license of this Commonwealth, and that lands conveyed to trustees named in the deeds of conveyance in trust and for the uses of the Company, as declared in the deeds, are subject to forfeiture."

This report had its significance in relation to the Delaware & Hudson Canal Company, and it was thought advisable to obtain a declaratory Act in their favor. Mr. John Wurts, a new character in the grand drama of progress, was therefore deputed to Harrisburg, and introduced a bill into the House of Representatives, making it lawful for "the president, managers, and company of the Delaware & Hudson Canal Company, by, and with the consent of Maurice Wurts, his heirs, or assigns, to improve the navigation of the river Lackawaxen, and of any one of its branches, in the same manner authorized and provided by an Act entitled 'An Act to improve the navigation of the River Lackawaxen,' passed the 13th day of March, 1823; and that the said company shall hold and enjoy the same, as fully and effectually as the said Maurice Wurts, his heirs, or assigns might or could do, &c.; and it shall be lawful for the said

company to purchase and hold any quantity of lands, situate within ten miles of the river Lackawanna, not exceeding five thousand acres."

After elaborate surveys and examinations, it was determined to locate the head of the canal at Honesdale; when it was found that a railroad of sixteen-and-a-half miles in length would be required to reach from thence to Carbondale. On the 5th of April, 1826, a further supplement to an Act, entitled an "Act to improve the river Lackawaxen," was therefore obtained by which the company was authorized "to construct a railway or railways from the coal beds owned by the company to the forks of the Dyberry, on the river Lackawaxen," &c.; and to "collect and receive by toll on the said railroad," &c.

The first Board of Managers was elected on the 8th day of March, 1825. Philip Hone was the first president of the company, his first annual report being made in 1825. The engineers having completed their surveys and estimates, reported the same to the managers, with their opinion as to the best and least expensive route. They recommended the construction of an independent canal, instead of a canal in part, and a slack-water navigation in the Roundout, Delaware and Lackawanna Rivers, and between the great rivers. The managers after due deliberations, decided on prosecuting the work mainly, according to the recommendation, and adopted the valley of the Roundout, Thirty-four sections were advertised to be let on the 13th of July, 1825. On that day the President, attended by a large concourse of citizens, delivered an appropriate address, and performed the ceremony of opening the ground upon the summit level, forty miles from the Hudson River. Contracts were at the same time made for all the sections prepared for letting. At several subsequent periods, portions of the work were let between the summit and the Hudson River, and on the 6th of December of the same year, a committee of the managers attended the letting which placed under contract the remainder of the line, from tide water on the Hudson, below Eddy's Factory, to Montgaup, on the Delaware River, being sixty-five miles, which included the

Early in January 1825, one million and a half dollars of D&H capital stock was instantly subscribed to.

April 5, 1826: the D&H was authorized "to construct a railway or railways from the coal beds owned by the company to the forks of the Dyberry, on the river Lackawaxen," &c.; and to "collect and receive by toll on the said railroad," &c. "

July 13, 1825: "On that day, the President [Philip Hone], attended by a large concourse of citizens, delivered an appropriate address, and performed the ceremony of opening the ground upon the summit level, forty miles from the Hudson River. Contracts were at the same time made for all the sections prepared for letting."



**Neversink River:**

"To guard against drouths...the engineers deemed it advisable to bring in the Neversink River. This added \$30,000 to the original estimates of the engineers, but it gave a continued level for sixteen miles, supplied water in descending towards both the Hudson and the Delaware, lessened the descent to the latter about twenty-two feet, and reduced the ascent the same number of feet in the valley of the Delaware."

most formidable difficulties (and to the unpracticed eye of many individuals, apparently insurmountable), on the whole of the projected work. This line of the canal, passing through a valley by which, at some distant period, the Delaware poured its waters into the Hudson, is supplied by numerous streams issuing from the mountains; the Roundout River, which empties into the Hudson, and the Neversink, which empties into the Delaware. The supply of water was found to be ample, and indeed superabundant, and placed at the disposal of the company a valuable water power at several points on the canal.

→ To guard against drouths, of which that summer had furnished a warning caution, the engineers deemed it advisable to bring in the Neversink River. This added \$30,000 to the original estimates of the engineers, but it gave a continued level for sixteen miles, supplied water in descending towards both the Hudson and the Delaware, lessened the descent to the latter about twenty-two feet, and reduced the ascent the same number of feet in the valley of the Delaware.

The estimated distance from the tide-water of the Hudson to Saw Mill Rift, on the Delaware, upon the first projected line of the canal, was sixty-four miles, and the estimates had been revised, and although the Neversink had been brought in at the increased expense, above-named, and an aqueduct across the Roundout had been built entirely of stone, at an additional expense of \$5,000, Judge Wright assured the company that the saving would be at least \$44,000 and a strong probability existed, that the work would be performed at an expense less by \$50,000 than the estimates which the managers had before them when they determined on the prosecution of the work. From the termination of the line then under contract to the mouth of the Lackawaxen river, is about fifteen miles. Reasons sufficiently strong induced the managers to abandon the plan of a slack water navigation on the Delaware, and to construct an independent canal on the New York bank of the river.

It was stated by President Hone in his first report that a route which would combine the

greatest advantages both in the procuring of coal and in affording inducements to a connection with the Susquehanna, at a point west of their termination, would be adopted, and instead of incurring the expense of building locks to overcome a considerable elevation within the space of a few miles, that an inclined plane and railway would probably be substituted, and thereby reduce the expenditure about \$100,000 below the original estimates; and, he adds:

It may also be stated that coal, almost unlimited in quantity, and of an excellent quality, is the property of the company; that this coal is so easy of ignition, and supports combustion so well, that a fire made of it can be graduated to the temperature of the weather, a quality to say the least, which is not found in all anthracite coal."

On the 4th day of March, 1828, President Bolton submitted his second annual report for the year previous. A bill had been granted since the last report, by the Legislature of New York, giving a loan of the credit of the State of New York, for five hundred thousand dollars. It was no small gratification to the Company, that this legislative aid was granted on its simple merits, and on the ground of public utility. This act offered a strong inducement to pursue honorable ends by honorable means, and to faithfulness in performing all the duties imposed on the corporation. It relieved the Board of Managers from the pecuniary difficulties with which they were threatened, and assured the completion of the great work in which they were engaged—a work not inferior in quality to any other—and for rapidity and cheapness of execution, was without a parallel in our country. It conferred, also, a lasting benefit on a large and populous portion of the State of New York, by furnishing at a reduced price an abundant supply of a species of fuel that was daily appreciating in the public estimation.

At that period, the preference for anthracite coal was steadily gaining over all other kinds of fuel for all domestic purposes, its superiority in cheapness and effect in generating steam, was beginning to be understood, both in New York and Pennsylvania, and it warranted the belief that, ere long, it would become the most



avored article for the same purpose in steam-boats. To the present age, it may be of interest to state, that the managers were highly elated in announcing in 1828 :

"That a steam-engine of one hundred horse-power, had worked twenty four hours with three tons of anthracite coal; that another, of eighty horse-power, consumes one chaldron and a half during the working hours of each day, and other smaller engines in proportion; with the additional advantage of dispensing with the firemen and laborers usually employed with other fuel, the engineer alone, being adequate to all the service of supplying fuel, and attending these engines that work during the day only."

Now that the State loan had been obtained, authorizing contracts were let for completing the canal from the narrows of Lackawaxen to the forks of the Dyberry. Here it was determined to stop the canal, and from thence to construct a railroad to the coal-mines, a distance of fifteen miles, nearly. This termination of the canal was seven miles short of that which was suggested in the original plan.

A turnpike road had been constructed from Carbondale (the coal mines), to the Milford and Owego turnpike, and another from the head of the canal, to intersect this turnpike, six miles lower down. Over this road, coal was hauled by common teams to the head of the canal, at two dollars and twenty-five cents per ton, on sledges, and at two dollars and seventy-five cents per ton on wheels.

Carbondale, as a place of deposit for the west, it was prophesied, would become a village of some importance. The railroad terminating there would furnish a conveyance to and from the canal, cheaper by nine-tenths than by common teams. The road, too, which connected the main turnpike with the canal, would always be beneficial in furnishing an easy communication between the country and the canal, and being accepted as a public road, would be kept in repair at the public expense.

The construction and use of railroads was new in our country. Only one, of a few miles length, had been tested by a winter's cold, and another was a temporary and imperfect work. Differences of opinion existed among the engineers in England in various particulars, but all agreed in

their great superiority over turnpike roads, and in their near approach to canals in respect to cheapness and facility of transportation. Under these circumstances, it was deemed advisable to submit the chief engineer's plans to the examination of Judge Wright and Professor Renwick, not from any distrust of the capacity or skill of the chief engineer, but from an adherence to that system of caution which hitherto had been observed in all the measures which the pioneers of this great enterprise had taken in hand.

With the sanction of such high authority, the company proceeded in executing the work of building a road and its appendages, under a firm conviction that it would serve as a model for future works of the kind in this country. The construction of the railroad at that early day was of timber, so arrayed as to ensure durability (!) with rolled iron plates, securely fastened to the timber rails with screws. Upon a comparison of the cost of the iron plates in this country, with their cost in Europe and expense of delivery here, it was determined to import them; and Horatio Allen, Esq., an engineer, well qualified for the service, was engaged. He sailed for Liverpool to procure and superintend the manufacture of the plates, to procure the locomotive engines, and obtain information of the latest improvements in works of the same kind in England. Superior accuracy in forming the plates, a fact admitted by the oldest manufacturers in this country, and of great importance in avoiding friction and giving steadiness to the motion of the carriages, and an estimated saving in the cost of about eighteen thousand dollars, offered inducements to sending to England for the plates.

By reference to Chapter xvii, of this work, page 76, will be gathered the facts in detail concerning Mr. Allen's trip to Europe, and his subsequent purchase of the first locomotive engine ever placed upon a railroad track on the American continent.

In the year 1830, while the company was pushing to the utmost its endeavors, the sentiment of the people, or rather, a portion of the inhabitants of Northeastern Pennsylvania, changed to an alarm. It was feared that the

"...rolled iron plates, securely fastened o the timber rails with screws.

The D&H saved an estimated \$18,000 by having made in England the strap rails (the "iron plates") needed for its railroad from Carbondale to Honesdale.

Delaware & Hudson Canal Company would eventually become a gigantic tyranny, and ruin personal interests in that section of the State through which its arms were stretching. To counteract this growth of a fancied property despotism, indignation meetings were held, and in that year there appeared a pamphlet, addressed to the people, the title page of which read as follows :

1830 → MONOPOLY IS TYRANNY!  
OR  
AN APPEAL  
TO THE  
PEOPLE AND LEGISLATURE  
FROM THE  
OPPRESSION OF THE  
DELAWARE & HUDSON CANAL CO.  
DUNDAFF, SUSQUEHANNA COUNTY,  
PENNSYLVANIA.

PRINTED BY  
S. HAMILTON,  
1830.

The questionable appeal starts out with the following prelude :

"It becomes a painful but imperious duty, to appeal to the people, from the oppression and monopoly of a powerful foreign company, which threatens to absorb all our most valuable rights, privileges, and trade, to the destruction of some classes in society, and to the injury of all."

Here follows an elaborate description and defining of a monopoly, in which the author quotes history from the commencement of the 17th Century, when the English East India Company obtained their first charter, and endeavored to exclude all adventurers from the India trade. It quotes the celebrated case of *Sands*, in 1664, wherein the Lord Chief Justice Pollfexen, proved that that company was a monopoly: that all monopolies were contrary to the Stat. 21, James I., which declares them to be against the common law, to *Magna Charta*, and to divers other statutes, which enact that all letters patent and commands, to the contrary of the freedom of commerce, shall be void; and it

further states that as late as 1815 even Parliament was compelled to listen to the reiterated remonstrances of the people.

Having explained the character of monopoly, its pernicious tendency, and its hostility to natural and chartered rights, it proceeds to show the origin of the Delaware & Hudson Canal Company—the principle upon which it was founded, and the spirit that had influenced its councils and operations to this time.

Here is given in detail each successive step of progress from the advent of Maurice Wurts and some of his intimate friends who had purchased sundry tracts of coal land at, and in the then village of Carbondale. The acts of the Legislatures of the States of New York and Pennsylvania were commented on, and construed in a distorted and selfish manner. The statistics which had been given to the public by the officers of the corporation were severely criticised, and in the total twenty-eight pages, the most caustic strictures are applied to the management of the company, concluding with the following :

"Let the people engaged in the river trade, whose property has been destroyed—nay, whose very lives have been jeopardised in passing the dams in the Delaware and Lackawaxen—reply. By excluding individuals from the railroad, and thereby monopolizing the coal trade of the whole Lackawanna Valley—as well as by other acts already referred to, it has manifestly inflicted deep wounds upon the general prosperity of the country, and 'abused the privileges' granted in its charter.

"Will these abuses be tamely submitted to by the people? Will they remain careless spectators of the misery and ruin brought on innocent individuals, by the daring violation of chartered rights? Can they continue silent under the constant encroachments and oppression of a powerful foreign company, whose chains will soon be riveted upon them? For the honor and welfare of the community, we trust not. Let them instantly and fearlessly unite in petitioning the Legislature for the appointment of competent engineers to examine whether any of the works or improvements on the Delaware and Lackawaxen, have rendered the channel of those rivers less safe and convenient than they were, in their natural state; that the engineers should proceed immediately on this duty, and report to the present session of the Legislature. Let them also apply for the appointment of a committee with power to send for persons and papers;



and to enquire whether the Delaware & Hudson Canal Company have not misused or abused the privileged granted them. Such a petition, the Legislature of this State would never reject."

As will be seen by the foregoing, it was the purpose of this circular to create a powerful feeling on the part of the people, just before the Legislature would assemble, and thereby control the action of the Representatives; but it failed to accomplish its desired mission.

The company went into the next session of the Pennsylvania Legislature, and convinced that body that they were honestly endeavoring to develop the great resources of the northeastern section of the State, and proof abundant was submitted that the funds of the company had been totally expended to that end. The depreciated finances attested this too plainly, and sympathy was begotten for the enterprise as one that had wrought great works, and which must in time to come prove to be a great blessing to the wilderness of the section in which it was located. Time has confirmed this opinion, and the populous cities and towns along its route are the flattering evidences of its faithfulness to the trust committed to this vast industry.

The report for the year 1832, was made by a new president—John Wurts—giving in outline the action of the year previous. Owing to the depressed state of the credit of the company, it was found necessary to apply once more to the State of New York for aid, which was granted to the amount of \$300,000 for seven years, thus making a total of \$800,000 received from that source. In applying the last loan to the extinguishment of the debts and liabilities of the company there still remained a balance of \$75,500 against it, thus showing that the mammoth undertaking was being placed in readiness to fulfil its destiny.

Coal had by this time been more thoroughly experimented with, and indications pointed to a growing demand. In generating steam, particularly, it was found to have decided advantages; and in connection with these efforts, to increase the consumption on shore, the management was not insensible to the importance of inducing the use of coal in steamboats. In this

(though attended with more difficulty), considerable progress had been made; at three of the ferries on the East, and one on the North River, Lackawanna coal had been for some time used in their boats, with entire success. During the summer of 1831, it was also used with advantage in larger steamboats belonging to the port of New York, and it was understood that the example of these boats would be followed in the spring by others that had been altering their machinery during the winter. Although what had been done was considered rather as an experiment, and susceptible of much improvement, yet the attention of those interested in steam navigation had been drawn to the subject in such a way as to warrant the conclusion that Anthracite coal, would, ere long, become the common fuel for steamboats.

As a general result, a large portion of the Lackawanna coal vended during that year was consumed in manufacturing establishments also, and for these purposes, it had deservedly acquired a reputation that would thereafter insure for it a large market among this numerous class of consumers, while it was steadily advancing in public favor as a fuel for the house grate. Under these circumstances, the company could with confidence dismiss all apprehension as to a market for the coal.

From the spring of 1830 to the spring of 1831, the total consumption of Anthracite coal was 127,000 tons. From the spring of 1831 to that of 1832, the total consumption was 228,000 and the market would have borne 20,000 to 30,000 more. It was deemed most prudent to err on the side of caution, and to permit the supply rather to fall short of the demand than to exceed it. To this principally, and not to the want of capacity in the works of the company for a larger business, is to be attributed the inadequate stock of the Lackawanna coal during that season. Of the above total consumption, this company did not furnish all of it.

During the following year, 1832, commencing on the 2d of April, and continuing until the 25th day of December, 90,000 tons of coal, and upwards of 3,000,000 feet of lumber, passed over the railroad, beside a considerable amount of

Anthracite  
coal now  
used in  
steamboats



"Owing to a want of miners in the early part of the [1832] season, coal could not be supplied to the extent of the capacity of the road."

merchandise passing to the interior. Owing to a want of miners in the early part of the season, coal could not be supplied to the extent of the capacity of the road. The amount of business, however, exceeded that upon any other railroad during the same period in the United States, and abundantly demonstrated its efficiency, as well as the sound practical views and scientific accuracy of the principles upon which it was constructed.

Mine roads were opened during this year, and the mines placed in a condition to supply with facility, the stock required for future use. The quality of the coal continued to improve as the mines were penetrated. Alterations, improvements and repairs were made in the railroad so as to increase its capacity to the delivery of 700 tons per day.

The year of 1834 was a losing one to the company; it had been one of extraordinary embarrassment and difficulty in almost every branch of business. The general derangement of the currency, which commenced in the fall of 1833, and the consequent paralysis of every species of domestic trade and industry, continuing until late in the year 1834, exercised a pernicious influence on the property of the company. Influenced, it was presumed by the gloomy and discouraging prospects which presented themselves in the fall of 1833, manufacturers, and others, were deterred from sending for all the coal which they had contracted to take from the company, at the close of navigation for that year; the company was therefore left with a greater stock on hand than was contemplated when it was brought to tide water; and owing to the mild character of the winter which followed, this unexpectedly large stock had been slightly diminished when the canal opened in the spring of 1834.

Nor was the above the whole extent of the evil to the company. The best market for its coal was among the manufacturers; and the same causes which prevented some of them from taking the coal which they had contracted to receive in the fall of 1833, prevented them generally from consuming their usual quantity during the year 1834. The general or miscellaneous

trade on the canal suffered under the influence of the same causes. The mines by this time were in a state of preparation for the production of 150,000 tons during the season.

In the year 1835, trial was made with Dr. Nott's Boiler with Lackawanna coal, as will appear from the following paragraph, taken from the *Journal of Commerce* of the 18th of March of that year:

"STEAM BY ANTHRACITE COAL.—The new steam ferry-boat Essex, to ply between New York and Jersey City, has been fitted up with Dr. Nott's Patent Tubular Anthracite Coal Boilers.

\* \* \* \* \*

"On Monday the boat was brought down from the ship yard, and, with a party of gentlemen on board, made an excursion of forty or fifty miles upon the Hudson and in the bay, using Lackawanna coal. The success was complete, and we believe satisfied all on board that the desideratum of generating steam by Anthracite coal has at length been attained. The Essex will soon be regularly employed on the ferry, where all who feel an interest in the improvements of the day, can easily examine for themselves."

A contract was entered into between the company and Messrs. H. Nott & Co., of New York, by which these gentlemen agreed to run a steam passage boat on the North River, using Lackawanna coal under Dr. Nott's boiler, and with a speed equal to that of any other boat on the river.

It will thus be seen, that this company is really the pioneer in the great effort to force anthracite coal upon the waters of navigation. They had adopted every expedient to bring this article of fuel before the public, and to win the confidence of favor were compelled to pay the Messrs. Nott for using the coal, in order to establish its superiority.

Up to, and through the years 1837-38, the strain upon the company had been severely felt. The former year, was one of extraordinary, and perhaps unparalleled, difficulty and embarrassment. Very few, if any, branches of business had escaped the consequences of a general derangement of the currency and credit of the country, the avenues of trade and commerce had been obstructed, production, labor, and industry almost entirely paralyzed, and business generally

1835: Dr. Nott's Patent Tubular Anthracite Coal Boilers used on Hudson River steamboats

brought down to a supply of the more absolute wants of life.

It was not to be supposed that this company, with interests so diversified and extensive, would be entirely exempt from the influence of causes so powerful and comprehensive. It felt them; the market for coal had been thereby much abridged, especially among manufacturers, who usually purchased largely, and when the demand did exist, the prostration of credit and confidence interposed almost insuperable obstacles in the way of effecting sales only.

In this connection, it may also be observed that the year had sustained an unusually heavy charge for repairs and superintendence of the canal. This had arisen mainly from three causes: *First*, extraordinary injuries sustained in the spring by the breaking up of the ice in the Delaware and Lackawaxen rivers. *Second*, the repairs, to a great extent of wood-work connected with locks, aqueducts, waste-weirs, bridges, &c., which, from age, had become so decayed as to require renewal. *Third*, the continued high price of provisions, notwithstanding the general depression of business, and the destitute condition of many of the laboring classes.

A reaction and general revival of trade did not take place as early as was anticipated; very little, if any, improvement took place until the fall of 1838; the Lackawanna coal stood unrivaled, among all the anthracites, as fuel for generating steam; in that branch of consumption alone, the company had a large and rapidly increasing market, which, in connection with its demand for other purposes, placed the company in a position of safety as regarded competition with other coal.

The coal trade in all other parts of the United States was yet in its infancy. The consumption of anthracite coal, however, had increased in ten years from less than 10,000 tons to about 800,000 annually. Some idea of what it was destined to reach, was formed at that time by the fact, that in a report of the Committee of the House of Commons, the annual consumption of coal in Great Britain was estimated at twenty-two millions seven hundred thousand tons; and it was supposed that the increasing demand for

coal in the iron furnaces, and for steam carriages would probably soon raise the quantity of coal, annually consumed, to thirty millions of tons. The quantity of coal burning in the furnaces of one house only (Messrs. Guest, of Myrther Tydvil, Glamorganshire, Wales), was 870 tons per day, or 300,000 tons yearly. This fact was cheering for the prospective of the Delaware & Hudson Canal Company, as the manufacture of domestic iron was being extensively introduced in different sections of the country.

It was not until the year 1840, that views of growing prosperity began to manifest themselves. The company had been able to supply all the demand upon it during that year, with a considerable quantity on hand to meet early and increased consumption in 1841, at an advanced price. The statement of the year's business exhibited a profit of eleven per cent on the capital stock of the company, clear of all charges.

For nine years this corporation almost single handed, had regarded as an object of primary importance to introduce anthracite coal into use in steamboats, and this attempt had been pursued with unceasing effort. They were now regarded as having been crowned with success, and it was a happy circumstance for the company, that Lackawanna coal was found to be more peculiarly adapted to that extensive branch of consumption than any of the other kinds.

The making of iron with anthracite coal was no longer regarded as an experiment, even in this country; but, on the contrary, it was assuming the form of a regular, systematic and extensive business, and was destined soon to produce an entire revolution in this important branch of the domestic industry of the country. The combined and powerful operation of the two causes above, was sufficient to affect the relation of supply and demand, and consequent value of anthracite coal.

The year of 1841 exhibited a clear profit of over 21 per cent. arising from the regular business of the company, on its capital, which amounted to \$1,922,000. The average price of coal sold had not exceeded \$5.50 per ton. During the following year, like every other branch of business in the country, the coal trade

By the fall of 1838, "the Lackawanna coal stood unrivaled, among all the anthracites, as fuel for generating steam..."

Making iron using anthracite coal



was very much depressed throughout the whole year. The bonds of the company were all paid in the year 1843, after which no debt stood against it except the State loan. In 1844 coal sold at low prices, and the demand greatly exceeded the ability to supply.

In 1845 the business on the canal and railroad was brisk, 276,000 tons having been shipped from Honesdale, about 10,000 of which failed to reach tide water, having been arrested in its progress by ice in the canal.

Fifteen years experience in the system of mining adopted, without those serious casualties to which such business is subject, had caused great confidence in its security. But an unfortunate event occurred during the winter of 1843-44, by which sixteen lives were lost. The roof of a portion of the mines from the coal had been excavated, suddenly settled, and in so doing closed two of the main roads, leading to other parts of the works. These roads were supposed to be amply guarded against the effects of such an occurrence.

Some days previous, the mine, in the language of the miners, began to "work"; that is, the occasional cracking of the roof over where the men worked denoted the danger of a fall. Such was the force of it when it occurred, that all the lights in the mines were extinguished in an instant, while the workmen and horses, which were entering or retiring from the black mouth of the cavern, were blown from it as leaves are swept by the gale. The following description of what ensued is taken from Hollister:

"The men who were at work in their narrow chambers farther in the mine, heard the loud death summons, and felt the crash of the earth-quaked elements, as they were buried alive and crushed in the strong black teeth of the coal slate. One of the assistant superintendents of the mines, Mr. Alexander Bryden, was on the outside at the time the low deep thundering of the rocks within came upon his ear. He hastened in to ascertain the cause of the disaster or the extent of the fall. Penetrating one of the dark galleries a short distance he was met by three miners, who informed him that the mines had broken, killing and wounding many, and that they had just left behind them about twenty men, who were probably slain by the crushing slate. Although urged by the retreating men

to turn back and save his own life as there was no hope of rescuing their companions from death, the determined Scotchman pushed along the gloomy passage, amid the loosened and hissing rock, which, like the sword of the ancient tyrant, hung over his head. He reached the edge of the fall; earth and coal lay in vast masses around him, and here and there a body becoming detached from the parent roof, came down with sullen echo, into the Egyptian darkness of the mines. Bryden, inured to danger from his youth, was not deterred. The dim light from his lamp revealed no passage, save a small opening made by the huge slabs, falling in such a manner by the side of the floor of the gallery as to form an angle. Through this aperture he crept upon his hands and knees; as he proceeded he found it so narrow that he was barely able to force himself along by lying prostrate upon his abdomen. About one mile from the mouth of the mines he reached the "heading," or the end of the chamber, where he found the twenty imprisoned miners uninjured, and inclosed in one fallen, black, solid body of coal! One mile of wall between them and the outer world! The brave Scotchman, whose lips whitened not until now, wept like a child, as he found among the number his own son! The boy had the genius of his father. When one of the three retreating fugitives who had escaped from the mine proposed, as they left, to take away the horse confined here with the workmen, young Bryden, who feared the torture of starvation in that foodless cell, replied, 'Leave him here; we shall need him!' Bryden was upon the point of leading out his men when he learned that another lay helplessly wounded, still farther beyond this point, in the most dangerous part of the fall. On he continued his perilous mission until he entered the lonely chamber. A feeble cry came from the miner, who was aroused from his bed of slate by the glimmer of the approaching light, revealed a picture of the miner's life too familiar with the men who face danger in these cleft battle-grounds. Almost covered by the fallen strata, he lay half delirious with agony, blackened with coal-dirt, and limbs gashed and fractured with rock. Lifting the wounded man upon his shoulder, Bryden retraced his steps; for rods he bore him along, with the broken, flaccid arms of the miner dangling at his side. When the rock was too low to permit this, he first crawled along the cavern himself, drawing his companion carefully after him. Through perils which none can appreciate who have not strode along the gloomy galleries of a coal mine, he bore him full one mile before he reached the living world. The fall extended over an area of about forty acres, and although neither effort nor expense were withheld by the

Clark has the year wrong. The mine cave-in in question took place on January 12, 1846 at Old No. 1 Shaft (in No. 1 and 2 Drifts), near Pike and Sand Streets. Sixty men were trapped, and 15 lives were lost. See Volume II, section 4522 in this D&H series for a complete report on this disaster.



company or individuals, to rescue the living, or to recover the bodies of the dead, the remains of a few have never yet been found. One man was discovered some time afterward in a standing position, his pick and his dinner pail bearing him company, while the greater portion of the flesh upon his bones appeared to have been eaten off by rats. Others, without water, food, or light, shut in from the world forever by the appalling wall of rock, coal, and slate around them, while breathing the scanty air, and suffering in body and mind, agony the most intense, clenched tighter their picks, and wildly labored one night that knew no day, until exhausted they sank, and died in the darkness of their rocky sepulchres, with no sweet voice to soothe, no kind angel to cool the burning temples, or catch the whispers from the spirit land."

Mr John Hosie, now an enterprising coal operator in Scranton, at present working the Fairlawn Colliery, was assistant superintendent of the mines at that time, and was one of the inmates at the time of the dreadful catastrophe. He barely escaped with his life. Creeping through the remaining crevices in the break upon his hands and knees, feeling his way along the blackness of midnight, where all traces of the general direction of the mine had disappeared, he often found himself in an aperture so narrow, that to retreat or advance seemed impossible. Once he was buried middle deep by the rubbish as he was digging through. Another convulsion lifted up the mass and relieved him. After being in the mines two days and nights, he emerged into the sunlight, the flesh being worn from his finger bones in his efforts to escape from the tomb-like captivity.

The year 1846 was one of continued prosperity for the Canal Company. The usual statement of the year's business showed a net profit of over twenty per cent. on the capital stock paid in. Repairs for this year occasioned considerable expense, as the breaking up of the Delaware River, the month of March, swelled the water higher than during the great flood of 1841.

It was during the year 1845 that James Archbald, Esq., the engineer in charge of the mines and railroad submitted his first suggestions in relation to the alterations, improvements, and extension of the railroad. This great work was the result of his genius and forecast. A more

formal report was made by him, dated Carbondale, February 5th, 1847. During this year, also, a more important event occurred, in reference to the commencement of a railroad by the Washington Coal Company, which was intended to connect the lower part of the Lackawanna coal fields with the canal of the Delaware and Hudson Company, about ten miles below Honesdale. The enlargement of the canal having subsequently been decided on, with the intention of having it ready for the reception of the largest class of boats by the spring of 1850, it was obviously inexpedient for the Washington Canal Company to build boats of any other description than those best adapted to the condition of the canal at that time. They accordingly contracted for such, to commence their operations in the shipment of coal down the canal with vigor in the spring of 1850.

In the early part of the season of 1848, high floods in the Delaware River retarded the passage of boats across the stream at the mouth of the Lackawaxen. But the most serious and permanent embarrassment to transportation on the canal, arose from the apprehension of injury on the part of boatmen and others engaged in the business, in consequence of careless or reckless blasting of rocks by the contractors on the New York and Erie Railroad, along the Pennsylvania shore of the Delaware River, opposite the works of the company; and from violent personal attacks made upon boatmen by laborers in the employment of the contractors, in which some injury was sustained by some of the boatmen. Great alarm spread among them from these occurrences—apprehending, as they did, that they might be waylaid by the lawless men who had committed the assaults, and being hourly exposed, as they were, to danger from the blasting, large fragments of rock having frequently been thrown across the river into the canal, and, in some instances, into the boats while passing.

The evils resulting from these violations of both common right and positive prohibitory statute, became at length intolerable; and all amicable appeals and remonstrances addressed to the railroad company being found of no avail,

1848:  
Problems  
with the  
Erie  
Railroad

1845  
revisions to  
railroad  
proposed by  
James  
Archbald

measures were finally taken to restrain the operations of the Erie Company and its contractors within the limits of the law, by an injunction. Some of the chief rioters in the affray were also apprehended and thrown into prison, and a strong police force established on the canal for the protection of the boatmen. Many of them, however, had already abandoned the boats, in consequence of these difficulties, and engaged in other pursuits, and the boating season was so far advanced, that the efforts made by the officers of the company to supply their places, were, for that year, ineffectual.

In the year 1849, the two wire suspension aqueducts over the Delaware and Lackawaxen were brought into use. An arrangement was also entered into that year with the Pennsylvania Coal Company by which the Delaware & Hudson Company were to receive and market all their coal on tide water, charging them with a proportionate amount of all expenses, and a commission on sales; such an arrangement was deemed beneficial to the interest of both parties.

In 1850 in two several instances, the principal mines of the company were completely inundated, and on a line of the canal several considerable breaches occurred, but by the prompt and vigorous adoption of extraordinary measures, and by a large though guarded and careful expenditure of money, the year's business still resulted in a net profit of twelve per cent on the average capital during that time.

The year 1851 did not exhibit so flourishing a statement. The two companies through whose works the coal of the Schuylkill region was brought to market, entered into a violent contention for business, which finally settled down into important allowances and drawbacks on the one part, and at a rate of tolls hardly more than nominal on the other. In 1852, the growing requirements of consumers, augmented as they were by the unusually flourishing condition of the iron, as well as the general manufacturing interests of the country seemed to give new impulse to the vast machinery of the corporation. It must be kept in view, also, that the rapidly increasing demands of sea-going steamers, for whose use the Lackawanna Coal

was so especially adapted, was no small item in the statements published annually.

By the 18th Section of the Act, entitled "An Act to improve the navigation of the River Lackawaxen," under the provisions of which, with its supplements, this company made and held its canal in Pennsylvania, that State reserved the right, at the expiration of thirty years from the passage of the act, namely, the 13th day of March, 1823, to resume the rights, liberties, and franchises thereby granted, on certain terms and conditions specified in the 18th Section. The thirty years expired on the 13th day of March, 1853. In anticipation of that day, to wit, on the 3d of April, 1851, the House of Representatives of Pennsylvania passed a resolution appointing three of its members a committee to sit during the recess of the Legislature, to take testimony, and generally to investigate the affairs of the Delaware & Hudson Canal Company, with reference to this reserved right of the State, and to report to the next Legislature.

The committee met, and in pursuance of the object of their appointment, sought information from the officers and agents of the company, on various points. Although not recognizing the reservation in the section above referred to, as applicable to this company, and at any rate regarding the inquiry as premature, yet the Board of Managers did not hesitate to grant to the committee any light or information that it desired in relation to the subject matter of its appointment. The officers and agents of the company appeared before the committee and answered all such inquiries as were propounded to them, and the books and vouchers were freely offered for their inspection.

On the 8th of January, 1852, the committee presented its report to the House of Representatives, stating as the conclusion to which it had arrived, that "if the Commonwealth shall assume the Pennsylvania section of the Delaware & Hudson Canal, the sum of \$1,246,437.63 must be paid to the company, that being the difference between the amount of tolls received and the cost of construction and repairs."

In this conclusion the Board of Managers by

The Right of Resumption: Ruling, April 30, 1852, in favor of the D&H.

Lackawaxen and Delaware Aqueducts.

Pennsylvania Coal Company



no means concurred; on the contrary, even supposing the right of resumption to exist on the part of the State, still, according to the views of the Board, the right could not have been exercised without the payment of a much larger sum to the company. An account made up to February 28th, 1851, showing the views of the Board as to the amount up to that date, was submitted to the committee on behalf of the company, and accompanied the report to the Legislature.

The subject became one of consideration and discussion in that body; and finally, on the 30th day of April, A.D. 1852, a bill was passed which enacted:

"That the 18th Section of an Act entitled 'An Act to improve the navigation of the River Lackawaxen,' passed the 13th day of March, 1823, which provides for the resumption by the State of the improvements of the Delaware & Hudson Canal Company, known as the Pennsylvania Section of the Delaware & Hudson Canal together with the corresponding stipulations, if any, in the supplements to said act, be, and the same are hereby repealed, and the Delaware & Hudson Canal Company are hereby authorized to conduct their business as they have heretofore done, according to their charter, and maintain and use their works and appurtenances as heretofore, without liability to account and surrender as provided for in the said 18th Section of the aforesaid Act passed on the 13th day of March, 1823."

This Act was a total and unconditional release by the State of Pennsylvania of the right of resumption, if any she had, on any terms, and made the franchises and privileges which the Company holds in Pennsylvania perpetual.

In 1854 it was the misfortune of the company to be deprived of the invaluable services of one of their fellow members, Maurice Wurts, Esq., whose decease occurred on the 29th day of December of that year. The name of Mr. Wurts had been identified with the history of the company during the whole term of its existence; its earliest inception originated with him; he was unceasingly and faithfully devoted to its interests, both as an executive officer and a manager, and, until the period of his last illness, the company never failed to derive profit from his astute counsels and active and energetic ex-

ertions. He had seen the first shipment of Lackawanna coal to market leave the mines on rude sledges and rafts; at the time of his death, the aggregate amount sent to market from different regions footed up 5,763,369 tons, of which his own company shipped from Honesdale, 438,406 tons. His career had been a busy one, a trying one, and the descendants of this truly wonderful man have been negligent in putting him before the world in his deservedly proper light, as one of the greatest minds of the day in which he flourished.

In the report of Wm. Musgrave, Vice-President for the year 1854, we first find mention of *strikes and turn-outs* on the part of the men engaged as laborers. This valuable officer died in April, 1856. The vacancy caused by that event was filled by the appointment of Mr. Robert Soutter, as his successor.

The year 1857, in view of the extraordinary financial troubles, and the consequent complete stagnation in every department of industry and trade which marked the latter portion of that year, had its effect upon the company, but to no serious degree.

On the 15th of March, 1858, Mr. John Wurts, after twenty-seven years of devoted service, resigned his office as president of this company. His resignation was accepted by the board with the greatest reluctance, and only because they were convinced that the state of his health imperatively demanded an entire withdrawal from the anxieties and toils incident to the office. The following resolutions, expressive of the sense of the board on the occasion, were unanimously adopted and ordered to be published in the report:

"WHEREAS, Mr. John Wurts has signified to this board his wish to retire, on account of the feeble state of his health, from the position he has so long held as President of this Company, be it therefore

"Resolved, That this Board have learned with feelings of sincere regret the determination of Mr. Wurts to retire from the presidency of this company, and though the reasons which he gives for coming to this decision are such as forbid us, in justice to him, from seeking to change his purpose, they cannot, in accepting his resignation, forbear to put on record their profound ap-

In 1854  
"...we first  
find mention  
of *strikes* and  
*turn-outs* on  
the part of the  
men engaged  
as laborers."

March 15, 1858:  
resignation of  
John Wurts

Death of Maurice  
Wurts, December  
29, 1854



preciation of the singular ability and self-sacrificing zeal with which he has discharged the duties of President for a period of twenty-seven years. And in thus expressing their sense of the value and faithfulness of his services, they would at the same time most cordially congratulate him on the fact that having been placed at the head of the company at a time when its affairs were in extreme embarrassment, and its credit almost gone, he is now able to withdraw, leaving it in a state of great prosperity, and possessing in an extraordinary degree the public confidence, a result, as they think, in a very large measure owing to the wisdom and devotion with which he has labored in its service.

*Resolved*, That it is the earnest hope of this board that, being released from the cares and labors of office, Mr. Wurts may speedily recover his former health and vigor, and be long spared to give to the company the benefit of his advice and counsel.

"By order of the Board,

"GEO. TALBOT OLYPHANT, *President*.

"New York, March 30, 1858."

Mr. Wurts still retained a position in the board as one of the managers until 1861.

The year 1858 was depressing in character, following the revulsion of 1857. A very large sum, exceeding in the aggregate \$600,000, was claimed to be due from the Pennsylvania Coal Company, under the agreement of 1847, for additional tolls, which had accrued since the completion of the canal enlargement, in 1853. The exact amount was put in course of judicial ascertainment. The company's railroad during 1858, had been extended from Archbald, six miles down the valley, to lands belonging to the company not before worked, and which were found to be even richer than had been anticipated, in a coal of very superior quality.

It is on this tract that the enterprising and populous town of Olyphant now stands, named in honor of George Talbot Olyphant, the president at that time.

A report went abroad during that year, and was extensively circulated, representing the lands of this company to be exhausted of coal. No interruption, however, of the prosperity of the company occurred from it.

A site for a coal depot and basin had been purchased on the Hudson River, at Weehawken, during 1858. The contract for the construction

of the docks was let, and the work was proceeded with at once. The area covered with the proposed improvements was about seventeen acres, affording an ample basin for the harbor of loaded boats at the close of navigation, and space on the docks for the deposit of all the coal which the company would need.

The probable introduction of steam as a motive power upon the Erie Canal, was an event at that time of sufficient importance to call for at least a passing notice. The experiments then being made had a measure of success which justified the hope that the anticipations of those engaged in them would soon be realized.

In the early part of 1859, a bill was passed by the Legislature of Pennsylvania, giving this company the right to purchase and hold 3,000 acres of land in addition to the 5,000 acres it was authorized to hold by the original grant, and also the power to construct all needful roads to connect the same with the then existing works of the company. Availing of this authority, a considerable body of valuable coal land was purchased during that year.

It was also deemed advisable to construct, without delay, an extension of the company's railroad, from its previous terminus to a point within one mile of Scranton, a distance of about four-and-a-half miles, which was completed by the spring of the next year.

In 1860, preparations had been made for a large increase of production, and the operations of the company were moving on steadily and satisfactorily until the 18th of June, when the work of mining was suddenly arrested by a general strike of the operatives. This strike continued for a longer or shorter period at the several openings, averaging however for the whole work a duration of sixty-eight days, in that portion of the season best adapted for full and economical work.

The loss thus sustained was serious; but large as it was, and great as must have been the disappointment occasioned thereby, the Board felt no doubt that it was a wiser policy to submit to the sacrifice, rather than by concessions to what they deemed unreasonable demands, is losing that command of their work what was essential to the

1859: D&H authorized to purchase and hold 3,000 additional acres of land

D&H rails extended to Providence

June 18, 1860: General strike

1858: The coal depot at Weehawken.

permanent success of the company. President Olyphant stated in his report:

"While the company, under its present management, will always aim to deal, not only justly, but generously with those in its employ, it will resist to the end and at any cost, any attempt, by combinations of workmen, to dictate the manner in which its business shall be conducted."

Political troubles in 1860, in consequence of the clouds of war which were gathering, and the derangement of the general business of the country consequent thereupon, exerted an unfavorable influence upon the coal trade, in common with other interests, during the last few months of the year; much uncertainty hung on the future; but the indications were not, on the whole, unfavorable for the business which must of necessity have arisen.

1861 opened with low prices for coal—the lowest that had ever been known in the history of the trade. This state of affairs was not due to any falling off in the demand for coal, but simply to the unfortunate and mistaken policy of a rival company.

The war being in progress, and the demand being so great for coal in consequence of manufacturing industries being stimulated to their utmost, the business of the company was so great that the annual statement for 1863 showed a net profit of about 34 per cent. on the capital stock. The demand for coal throughout the year was greater than the producing and transporting companies had the power to supply; and prices consequently ruled high. A decision was rendered that year in the suit against the Pennsylvania Coal Company for additional tolls, by which five cents per ton was awarded to the Delaware & Hudson Company for every ton transported on the canal since the 28th of July, 1853. The amount under this decision, with interest was about \$350,000.

In pursuance of a call made by a resolution of the Board of Managers, a meeting of the stockholders was held at the office of the company on the 21st of April, 1864, at which an ordinance was enacted authorizing the increase of the capital stock to ten millions of dollars.

On the first of January, of that year, Mr R. F. Lord resigned his position as Chief Engineer

of the company's canal. Mr. Lord entered the service of the company in the year 1826, and the Board felt it to be a pleasant duty to bear testimony to the zeal, ability, and faithfulness with which, for nearly forty years, he discharged every trust committed to him.

The company, during the year gave in aid of the Metropolitan Fair, for the benefit of the funds of the Sanitary Commission, \$2,500, and the following resolution was offered by the Hon. Aaron Vanderpool:

"*Resolved*, That the action of the Board of Managers, in making such appropriation, be, and the same is hereby approved; and that the stockholders hereby request the Board to make a further appropriation of \$509 to the same object"

Which resolution being seconded, was adopted unanimously.

In the report for the year 1865, dated May 8, 1866, appears the name of Thomas Dickson, of Scranton, as Vice President. The operations of the company were seriously interrupted by a strike of the railroad men in the early part of the year, and of the miners in the summer—the work having been suspended in the latter case about seventy days, or fully one-third of the season of canal navigation. The receipts were also largely diminished by the diversion of the business of the Pennsylvania Coal Company to the Erie Railway. Believing that the action of the former company was in violation of their agreement with the Delaware & Hudson Canal Company, they instituted a suit in the United States Court for the recovery of tolls on the coal wrongfully diverted from the canal. The amount of damages claimed in the year 1864 alone was over \$600,000.

During the year 1867 there was a large falling off in the profits as compared with the results of the business of 1866, chiefly owing to the condition of the trade, and the low and steadily declining prices for coal which prevailed. The close of the war in 1865, and the consequent stoppage of manufacturing industry had some effect also.

In the year 1866, a contract was made with the Union Coal Company, by which the Canal Company agreed to transport for them a large quantity of coal annually, on terms which were

D&H / PCC  
lawsuit, 1863

January 1,  
1864: Russel F.  
Lord resigned  
as Chief  
Engineer of the  
D&H Canal.  
He began  
working for the  
D&H in 1826.

Union Coal  
Company  
agreement,  
1866



satisfactory to both parties. Subsequently it was deemed advisable to aid them in purchasing the valuable property of the Baltimore Coal Company, near Wilkes-Barre, by a loan of \$1,300,000 and to obtain the necessary means for this object, an issue of ten year seven per cent. bonds, to the extent of \$1,500,000 were authorized. These bonds were all taken at par, chiefly by the stockholders of the Canal Company.

In January, 1868, the Union Coal Company became involved in financial difficulties, which would have probably resulted in the absorption of their entire property by this company, at a total cost, including the \$1,300,000 loaned them as already mentioned of \$2,650,000. The united properties of the Union and Baltimore Companies embraced over 3,000 acres of coal lands in fee, and 1,000 acres under lease on favorable terms; four breakers with all necessary appurtenances, capable of turning out over 2,000 tons per day, seventeen miles of railroad, connecting with the Canal Company's line near Scranton, and equipped with four locomotives and 550 coal cars and about 100 canal boats.

About the close of 1867, an opportunity had offered itself to purchase another important coal estate, at Plymouth, nearly opposite Wilkes-Barre, which was purchased on the unanimous recommendation of the President and the Committee of Managers, for the sum of \$1,575,000. It embraced the following lands and improvements: 803 acres of coal lands in fee; 225 acres of coal lands on favorable lease; three mine openings; one breaker, complete, and another in course of construction; store and houses, grist mill, &c.; mine houses; a first-class railroad bridge over the Susquehanna, and two miles of railroad connecting the property with the main line of traffic on the east side of the river.

By the acquisition of these two estates, the company was enabled to increase its supply of coal in the land to the extent of 100,000,000 tons. In making these additions to the real estate the company aimed to lay a broad and solid foundation for a steady and important increase in its future production of coal, and a great enlargement of the field of operations.

The company had therefore confined opera-

tions almost exclusively to the sale of coal at tide water, while competitors had sought other markets where profits sometimes had been obtained which enabled them to meet the Delaware & Hudson Company at too great an advantage on their own proper ground. It was clear that they could not long afford to submit to such a state of things, and in their recent purchases, therefore, they had aimed to get into such a position, that they might be able, on equal terms, to reach any market open to their rivals. They had already begun to send coal down the Susquehanna to Baltimore, and along the lines of the roads connecting Wilkes-Barre with Jersey City, and they expected they next year to have facilities for placing coal in the great and rapidly developing market of the west, on the most favorable footing. The company was fully persuaded that in the future as in the past, if their prosperity was to be maintained, their history must be one of steady growth and expansion. Ten years prior the annual productions was 500,000 tons. It had now reached 1,500,000 tons, and a prophecy was made that in ten years after, "it would certainly rise to 3,000,000 tons, and it is perhaps not visionary when we consider the great enlargement of our field of operations, to anticipate much higher figures." The ten years have not elapsed, and the capacity of the Delaware & Hudson exceeds that amount.

In the report of President Olyphant, of May 12th, 1868, attention was called to the necessity, at no very distant day, to make some important changes in the railroad, by widening its gauge from four feet, three-and-a-half inches, to make it conform to the gauge of connecting roads, and by the substitution, below Carbondale, of a locomotive road for the gravity system then in use.

The latter improvement would certainly be needed, wherein the contemplated railroad from Carbondale to Nineveh, connecting with the Albany & Susquehanna Railroad, should be constructed.

In September, 1868, a contract was made with the Erie Railway Company by which they engaged to construct a railroad from Carbondale to their main line at Susquehanna, to be completed on or before the first day of June, 1870, and

May 12, 1868:  
President  
Olyphant  
recommends  
widening gauge  
of railroad.

Jefferson  
Branch of the  
Erie:  
Carbondale to  
Lanesboro



thereafter to transport coal for the Delaware & Hudson Company, from the latter's mines to Rochester and Buffalo. In the same contract, a provision was included which would enable the Canal Company thereafter to bring a supply of coal during the winter months at a moderate freight from Honesdale to the Wehawken dock, as well as to occupy a proper share of the local markets on the line of the Erie road.

The construction of an easy line from Susquehanna to Nineveh on the Albany & Susquehanna Railroad, a distance of twenty miles, would give a control of the shortest and in every respect the best connection between the anthracite coal fields and the numerous and growing towns on that important road. A satisfactory arrangement for the transportation of coal was made some years before with the Albany & Susquehanna Company, and it was the prevailing opinion at this present date, that steps should be taken at an early day to secure the valuable market thus brought within their reach. The cost of the road which it would be necessary to build for that purpose was estimated at \$650,000.

The year 1868 was marked, also, by the retirement of J. N. Seymour, Esq., from the position which he had held for many years as treasurer. His connection with the company dated from the first meeting of the Board of Managers, in 1825. So long a career of faithful service seemed to call for a special recognition, and the board, therefore, in response to Mr. Seymour's letter of resignation, adopted a series of resolutions, which were entered on their minutes and published in various journals, expressing their high appreciation of his worth as an officer and a man.

The year 1869, marks the advent of Thomas Dickson as president of this mammoth and growing company. A more full and extended sketch of his personal career, will be found in the next succeeding chapter. He still retains the position, and his administration has been noted for its enlarged views, and liberal efforts to push the north-eastern coal fields of Pennsylvania to their greatest productive development.

The railroad from Carbondale to the Erie Railway at Susquehanna was approaching com-

pletion. A favorable contract was entered into with the Northern Central Railway Company of Pennsylvania for the transportation of coal from the mines in the vicinity of Wilkes Barre to Baltimore and intermediate points. This gave a new outlet for coal, and the market thus opened was being developed much more rapidly than was anticipated.

The Albany and Susquehanna Railroad was acquired by a perpetual lease of the property and franchises at an annual rent of \$490,000, or seven per cent. upon its capital and bonded debt, \$7,000,000. As a trunk line running east and west, the possession of this road, it was confidently believed, would greatly strengthen their position and open new and growing markets for coal.

It had become evident that, to meet the rapid increase in consumption east and north of the mines, transportation facilities would require to be largely extended, either by the enlargement of the canal—involving a large expenditure—or by the possession or control of a railroad line running nearly parallel therewith. The enlargement of the canal would give increased capacity only, while the possession of the Albany and Susquehanna Railroad gives, in addition, markets that were practically closed to the canal, a much needed winter communication, and protects the Delaware and Hudson Company from competition that might under possible combinations, have seriously affected the value of their improvements.

The importance of this road had long been appreciated by the managers, and was regarded in the early stages of its construction as an avenue that would eventually become an important element in the growth and business interests of this company; and with a view of becoming identified with the enterprise, \$500,000 of the second mortgage bonds were subscribed for some years before.

The mines had a productive capacity of 10,000 tons per day, on the accession of Mr. Dickson to the presidency. At a meeting of the Board of Managers, held immediately after the preceding annual election, the then president, George Talbot Olyphant, Esq., declined a re-election

Agreement with the Northern Central Railway Company of Pennsylvania to transport D&H coal from the mines in the vicinity of Wilkes-Barre to Baltimore and intermediate points.

Albany & Susquehanna; Lackawanna & Susquehanna

Thomas Dickson as president, 1869

"The mines had a productive capacity of 10,000 tons per day, on the accession of Mr. Dickson to the presidency."

and retired from the position, having administered the affairs of the company with marked ability and success for a period of eleven years. The regret occasioned by his retirement was in some degree compensated by his consenting to remain in the management, as chairman of the executive committee, thus securing to the company the advantages accruing from his large experience in matters affecting the success of its operations.

Mining was wholly suspended, by a strike of the miners and laborers, from the middle of May to the middle of September—four months—being the best part of the season for the transportation and production of coal of that year, 1869.

About the first of December of the year following, in concert with the other companies in the coal region region, a reduction in the wages of miners was made; this action produced a total suspension of mining operations until the 20th day of May, 1871, when the men accepted the terms offered them, and work was resumed.

The causes which led to this prolonged strike, were briefly these. During the war the rapid increase in the demand for coal stimulated production beyond precedent, forced higher rates for mining than was paid by any other branch of industry, and attracted to the mines a larger number of men than could be profitably employed when business returned to its natural channel.

To maintain the then current high wages, the miners formed an association, which in a short time embraced the entire anthracite region, and in the year 1869, resolved that they would not only determine the rates to be paid for labor, but that they would also control and determine the production of the mines and the value of coal to the consumer. This new and extraordinary claim was conceded by a majority of the producers, but was successfully resisted by the three northern companies.

The system of suspension inaugurated by the men, for the avowed purpose of curtailing the production, was alike disastrous to the company, to the miner, and to the consumer, as no temporary advance in the price of the product will compensate either the operator or the miner for the

great losses entailed during periods of suspension, while the consumer bears the burden of enforced high prices, and the risk of having the supply cut off at any moment. "The only safe remedy," said President Dickson, "for our production is the natural law of trade, and it is the belief of the management, that if the suspensions of the last two years had not taken place, and a uniform and steady movement had been maintained, the consumption of 1871 would have been equal to the productive capacity, at prices fairly compensating operator and miner, and furnishing the consumer with coal at moderate and uniform rates;" and he added, further, "the only question involved in the issue is whether the property shall be controlled and the policy of the company determined by the owners, or whether it shall be committed to the care and direction of an irresponsible organization, and in determining this question the managers are strong in the belief that the stockholders can have but one opinion."

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had consequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with light stocks, a light demand, and a very gloomy outlook for the business of 1872. Coal was relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there was no reason to expect any advance during that year. The low prices which then ruled, however, extended and stimulated consumption, and promised to gradually bring about a more satisfactory state of things in that branch of trade. Meanwhile the company aimed, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep themselves in a position to reap the sure and not distant harvest when consumption should again overtake the ability to produce.

On the first of May, 1871, an arrangement was completed for the perpetual lease of the

1869  
strike



property of the Rensselaer & Saratoga Railroad Company. The branch road from Nineveh to Susquehanna, known as the Lackawanna & Susquehanna Railroad, had been completed. A third rail had also been laid on the Albany and Susquehanna road for the use of the narrow gauge cars, and with a view to the ultimate abandonment of the wider and more expensive gauge. A greatly increased traffic immediately resulted from these improvements, exceeding the best hopes of the company, and it became more than ever evident that the acquisition of the Albany & Susquehanna road would prove of the highest permanent value in its bearing on the success of the Delaware & Hudson Canal Company.

The President, Mr. Thomas Dickson, who had been for some months absent from the country during that year, returned the following summer. In his next report, for the year ending December 31st, 1872, he says:

"The low prices of 1872 stimulated the consumption of coal, and it is now confidently believed that the demand will be equal to the supply, and that remunerative prices will be maintained. If the trade is now placed upon a permanent and profitable basis, the sacrifices of 1872 will not have been in vain. The railroad interests of the company are in a prosperous condition. Permanent improvements are being made to the equipment, the receipts are correspondingly increased. The New York & Canada Railroad is now under construction, and it is hoped that within two years the company will possess a through line from the mines to Montreal."

The financial panic of September and October, 1873, materially contracted the volume of business and reduced to some extent the profits of the year; nevertheless the prices of coal were fairly maintained. The construction of the New York & Canada Railroad, after being completed, will open a line to Port Henry, and the rich iron ore deposits that border the shores of Lake Champlain, of which a more extended survey is given in a succeeding chapter, containing the biographical sketch of Mr. Dickson, the president.

Under the corner-stone of the immense structure erected by this company on Cortland street, New York city, in 1874, was deposited a sheet

containing the following list of officers and statistics:

#### DELAWARE & HUDSON CANAL CO.

##### *This Building*

was erected by the Delaware & Hudson Canal Company, and this record deposited

UNDER THE CORNER STONE,

April 30, 1874.

#### MANAGERS AND OFFICERS OF THE DELAWARE & HUDSON CANAL CO.

##### *Board of Managers.*

Charles N. Talbot.  
Abiel A. Low.  
Robert Lennox Kennedy.  
James M. Halstead.  
Le Grand B. Cannon.  
George Cabot Ward.  
James R. Taylor.  
Thomas Dickson.  
John Jacob Astor.  
Thomas Cornell.  
W. J. Hoppin.  
J. Pierpont Morgan.  
R. M. Olyphant.

President, Thomas Dickson, Scranton, Pa.

Assistant-President, Harwood V. Olyphant;  
Treasurer, James C. Hartt, New York city;  
Secretary, George L. Haight, New York city;  
Sales-Agent, Rodman G. Moulton, New York city;  
General Manager, Coe F. Young, Honesdale, Pa.; General Agent of Real Estate Department, E. W. Weston, Providence, Pa.; Superintendent of Coal Department, A. H. Vandling, Providence, Pa.; Superintendent of Railroad Department, R. Manville, Carbondale, Pa.; Superintendent of Canal Department, Asher M. Atkinson, Honesdale, Pa.; Superintendent of Roundout Department, A. Osterhout, Roundout, N. Y.; Sales Agent Southern and Western Department, Joseph J. Albright.

*Albany & Susquehanna and Rensselaer & Saratoga Railroad Department.*—General Superintendent, H. A. Fonda, Albany, N. Y.; Chief Engineer, C. W. Wentz, Albany, N. Y.

*New York and Canada Railroad Department.*—President and Superintendent, Isaac V. Baker, Comstock's Landing, N. Y.

*Building Committee.*—Robert L. Kennedy, Chairman; John Jacob Astor, James R. Taylor; Rodman G. Moulton, Secretary; Richard M. Hunt, Architect; E. E. Raht, Superintendent of Architecture.

A copy of the list of D&H officers and statistics reported here by Clark was placed under the cornerstone of the D&H building on Cortlandt Street in New York in 1874.



The company was originally organized March 8th, 1825, and the following comprises the list of officers and managers holding offices at different periods from that time to the present.

*Presidents*—1825, Philip Hone; 1826, John Bolton; 1832, John Wurts; 1858, George T. Olyphant; 1869, Thomas Dickson.

*Assistant Presidents*—1874, Harwood V. Olyphant.

*Vice-Presidents*—1845, Isaac L. Platt; 1849, John Ewen; 1851, Wm. Musgrave; 1857, Robert Soutter; 1866, Thomas Dickson.

*Treasurers*—1825, John Bolton; 1826, Samuel Flewelling; 1832, John H. Williams; 1845, Isaac N. Seymour; 1869, Charles P. Hartt; 1873, James C. Hartt.

*Secretaries*—1842, Isaac N. Seymour; 1848, Gilead A. Smith; 1855, James C. Hartt; 1866, Richard H. Nodyne; 1871, Daniel Wilson; 1873, George L. Haight.

*Sales Agents*—1866, James C. Hartt; 1873, Rodman G. Moulton.

*Sales Agent, Western Department*—1869, Joseph J. Albright.

*General Manager*—1869, Coe F. Young.

*Mining Superintendents*—1866, E. W. Weston; 1874, A. H. Vandling.

*Railroad Department Superintendent*—1866, R. Manville.

*Canal Superintendents*—1866, Coe F. Young; 1869, A. M. Atkinson.

*Roundout Department Superintendents*—1873, A. H. Vandling; 1874, A. Osterhoudt.

*Real Estate Department*—1874, E. W. Weston.

*Superintendent Albany & Susquehanna and Rensselaer & Saratoga R.R. Department*—1873, H. A. Fonda.

*General Superintendent*—1873, C. W. Wentz.

*Chief Engineer New York & Canada R. R. Department*—1873, Isaac V. Baker, President and Superintendent.

*Managers*—1825, Garret B. Abeel; 1862, John J. Astor; 1867, John J. Aspinwall; 1825, John Bolton; 1831, James Bryar; 1832, Wm. Bradford; 1834, Joseph Bayley; 1841, Henry Brevoort, Jr.; 1825, Lynde Catlin; 1826, Wm. Calder; 1833, Edward Coleman; 1837, Don Alonzo Cushman; 1860, Le Grand B. Cannon; 1862, John J. Crane; 1868, Thomas Cornell; 1835, Robert Dyson; 1866, Thomas Dickson; 1834, John Ferguson; 1852, Daniel B. Fearing; 1866, O. De F. Grant; 1825, Philip Hone; 1825, John Hunter; 1825, Abraham Hasbrouck; 1831, John Hitchcock; 1831, William M. Halstead; 1838, William C. Hickok; 1841, Silas Holmes; 1842, Irad Hawley; 1844, William S.

Herriman; 1845, Cyrus Hitchcock; 1859, James M. Halstead; 1868, W. J. Hoppin; 1826, Wm. H. Ireland; 1858, Robert L. Kennedy; 1825, Rufus L. Lord; 1833, William E. Lee; 1841, Daniel Lord, Jr.; 1842, Jacob R. Leroy; 1857, Abiel A. Low; 1873, J. Pierpont Morgan; 1846, Howard Mott; 1848, Lara Nash; 1837, Joseph Otis; 1852, George T. Olyphant; 1873, Robert M. Olyphant; 1825, Hezekiah Pierpont; 1832, Allison Post; 1834, Isaac L. Platt; 1855, Daniel Parish; 1825, William W. Russell; 1826, Benjamin W. Rogers; 1832, Samuel Reynolds; 1832, James Ruthven; 1840, John Rankin; 1853, Robert Ray; 1833, Phileman R. Starr; 1834, Joseph Sands; 1841, Aquilla G. Stout; 1857, Samuel B. Schieffelin; 1859, John Schenck; 1870, Isaac N. Seymour; 1825, Jonathan Thompson; 1826, Thomas Tileston; 1826, Henry Thomas; 1833, Knowles Taylor; 1845, Charles N. Talbot; 1864, James R. Taylor; 1830, W. Van Schaick; 1825, Geo. D. Wickham; 1825, Maurice Wurts; 1826, Samuel Whittemore; 1831, John Wurts; 1831, William Worrell; 1831, William Wheelwright; 1852, Edward J. Woolsey; 1858, John David Wolfe; 1873, George C. Ward; 1842, Henry Young.

The Canal from Honesdale to Roundout was commenced July 13th, 1825, and was completed in October, 1828. The first enlargement was completed in 1844, the second was completed in 1852. The tonnage of the first boats on the Canal was 25 tons, of the second 40 tons. Present tonnage 125 to 148. The first coal shipped from the mines in Pennsylvania in 1829.

Table of Annual Quantity shipped from the Mines:

1829, 7,000; 1830, 43,000; 1831, 54,000; 1832, 84,600; 1833, 111,777; 1834, 43,700; 1835, 90,000; 1836, 103,861; 1837, 115,387; 1838, 78,207; 1839, 122,300; 1840, 148,470; 1841, 192,279; 1842, 205,253; 1843, 227,605; 1844, 251,005; 1845, 273,435; 1846, 320,000; 1847, 386,203; 1848, 437,500; 1849, 454,240; 1850, 432,339; 1851, 472,478; 1852, 497,839; 1853, 494,327; 1854, 438,406; 1855, 565,460; 1856, 499,650; 1857, 480,677; 1858, 348,789; 1859, 591,000; 1860, 499,568; 1861, 726,644; 1862, 644,100; 1863, 828,150; 1864, 852,130; 1865, 759,699; 1866, 1,391,674; 1867, 1,507,487; 1868, 1,991,870; 1869, 1,626,391; 1870, 2,318,073; 1871, 2,011,333; 1872, 2,930,767; 1873, 2,752,596.

The railroad from Honesdale, Pa., to the mines was commenced in 1827, and completed in 1829.

The *First Locomotive* that ran upon a railroad on this continent was imported from England by this company; was ordered in England by Horatio Allen, Assistant Engineer; was shipped from



Liverpool, April 8th, 1829, on board Packet Ship "John Jay," arrived in New York, 17th May, 1829; was sent up the river to Rondout, and arrived there 4th July, 1829, from thence was transported by canal, and arrived at Honesdale, July 23d, 1829, and on the 8th of August, 1829, made the trial trip. This locomotive was built at Stourbridge, England; was named the "Stourbridge Lion," and the boiler is now in use at Carbondale, Penna.

On the 24th February, 1870, this company leased in perpetuity the *Albany & Susquehanna Railroad*, and on the 1st May, 1871, leased the *Rensselaer & Saratoga Railroad*, with its branches. Is now engaged in constructing a line from Whitehall in this state on the West side of Lake Champlain, which, when completed, will give this company between 600 and 700 miles of railway. In addition to this they have 186 miles of iron railway in their mines.

*Contracting Parties* for this building as follows: Masons, A. J. Felter & Son; Carpenter, G. Van Nostrand; Iron, Iron Architectural Iron Works, N. Y.; Iron Floor Beams, W. H. Wallace & Co., agents for Union Iron Co., Buffalo, N. Y.; Granite, J. G. Batterson; Stone Trimings, Daniel McMaster."

In the Lackawanna Valley the Delaware & Hudson Canal Company own seventeen coal breakers, distributed as follows: In Carbondale, four; Jermyn, two; Archbald, two; Olyphant, four; Providence, four; Scranton, one. In the Wyoming Valley they have nine, five at Wilkes-Barre and four at Plymouth. They have extensive works at Carbondale, at Oneonta, a flourishing town midway between Binghamton and Albany, on the Albany & Susquehanna Railroad; at Salem, N. Y., and at Green Island, Albany. At the latter place they have a foundry where they rebuild their engines.

It is fitting, in concluding the chapter on the Delaware & Hudson Canal Company, to mention one more item of history. As already stated, this company placed the first locomotive engine upon the track on the American Continent. The man who built the first mile of that track is still living and a resident of Scranton, familiarly and favorably known by nearly every citizen of the Lackawanna Valley, as Uncle John Raymond, the veteran of the war of 1812.

John Raymond was born June 13th, 1795, in the town of Walton, Delaware County, N. Y. He attended school until he was eleven years old,

when he went into the store of Gardner & St. John in his native town, remaining there five years, after which he went with his father to New York city, where he entered a dry goods store on Division street. The war breaking out he accompanied his father on his return to Walton, where young Raymond set at the trade of carpenter and joiner, working at it until he was twenty-three years old. Ohio was then the Far West and thither he sought his fortune.

In the meantime drafting for the war was in operation at his home, wherein his father was liable for duty. Young John went to the Captain of the company and asked to go in his father's place which was granted. He served three months in the service, and is at present the only pensioner in the city of Scranton, on the rolls of that war.

The contract for the building of the road as previously announced, having been let, the first mile from Honesdale out, was taken by Hiram Plumb and himself and built by them, Mr. Raymond being on the ground personally to superintend the work. He was there when the strange looking monster arrived to be placed on the track, and recalls with vividness each particular circumstance connected with the trial trip.

Another important event in his life in connection with this company is the fact that he rode with Mr. Maurice Wurts for two weeks consecutively, besides making extra trips, endeavoring to procure signers to the petition, asking legislation aid.

He moved to Salem Corners next, where he carried on a mercantile business for ten years, residing there nineteen years, after which he took up his residence in Archbald in 1854, remaining there three years, then he moved to Scranton and purchased his present residence, 204 Franklin avenue, just above Spruce street.

Mr. Raymond is a favorite with Scranton people, and considering his years, is a remarkable man. His memory is excellent; his preceptions keen, and his judgment still unabated. With the soldiers of the late war he is held in high esteem, and his presence at their gatherings is always accompanied with a cordial and enthusiastic greeting.

**108. Addition for Volume II: James Archbald and North Ayrshire:**

On April 10, 2019, we received the following e-mail at the Carbondale Historical Society:

**Name:** Melanie McBlain

**Email Address:** mmcblain@north-ayrshire.gov.uk

**Subject:** James Archbald, first mayor of Carbondale

**Message:** Hello, my name is Melanie and I work for the Heritage and Cultural Services Local History section of North Ayrshire Council in Scotland. As part of my job I create "On This Day" Facebook posts for historical figures born in or who have a North Ayrshire connection. I'd like to do one for your city's first mayor James Archbald as he was born on Little Cumbrae which is very near to us. [Little Cumbrae is an island in the Firth of Clyde, in North Ayrshire, Scotland.] I have his birth date as 03 March 1793 but I can't find him on the Scotland's People website to verify this or see his actual birth entry. Can you help please? I'd just like to know for sure his actual birth and death date before I go ahead with the post. You can access our Facebook page at "North Ayrshire Heritage and Cultural Services" to see what kind of local history posts we do. I'd appreciate any information given. Kind Regards, Melanie McBlain"

That same day, SRP replied, as follows:

To: mmcblain@north-ayrshire.gov.uk

From: "S. Robert Powell" srp18407@gmail.com

Date: 04/11/2019 02:06 AM

Subject: James Archbald

April 10, 2019

Dear Melanie:

Very nice to receive your message about James Archbald, who is a major figure in our local history. He was born on March 3, 1793 and died on August 26, 1870.

In the attached file (which is apparently being sent to you via Google Drive, due to the size of the file), in Sections 4502 and 4530, you will find a great deal of information about James Archbald. Please notify me when James Archbald is the subject of "On This Day"

Sincerely,

S. Robert Powell, Executive Director  
Carbondale Historical Society and Museum  
Carbondale, PA USA



Attached file: A pdf copy of SRP's D&H Volume II, in which there is a great deal of information on James Archbald.

-----

Melanie's reply, April 11:

Hello,

Thank you so much for your response and for attaching the information about James Archbald, it is very much appreciated! I'll probably do the "On This Day" post on his death date in August rather than his birth date as it is sooner. I'll let you know when though.

Thanks again for your help.

Kind Regards,

Melanie

Best wishes/Deagh dhùrachdan

Melanie McBlain  
Library Assistant/Cultural Engagement

Stevenston Library, Main Street, Stevenston, KA20 3AB. Tel: (01294 469535)  
Mon & Tues 10-1, 2-5, Weds Closed, Thurs 2-7, Fri 10-1, 2-4.30, Sat 10-12.30

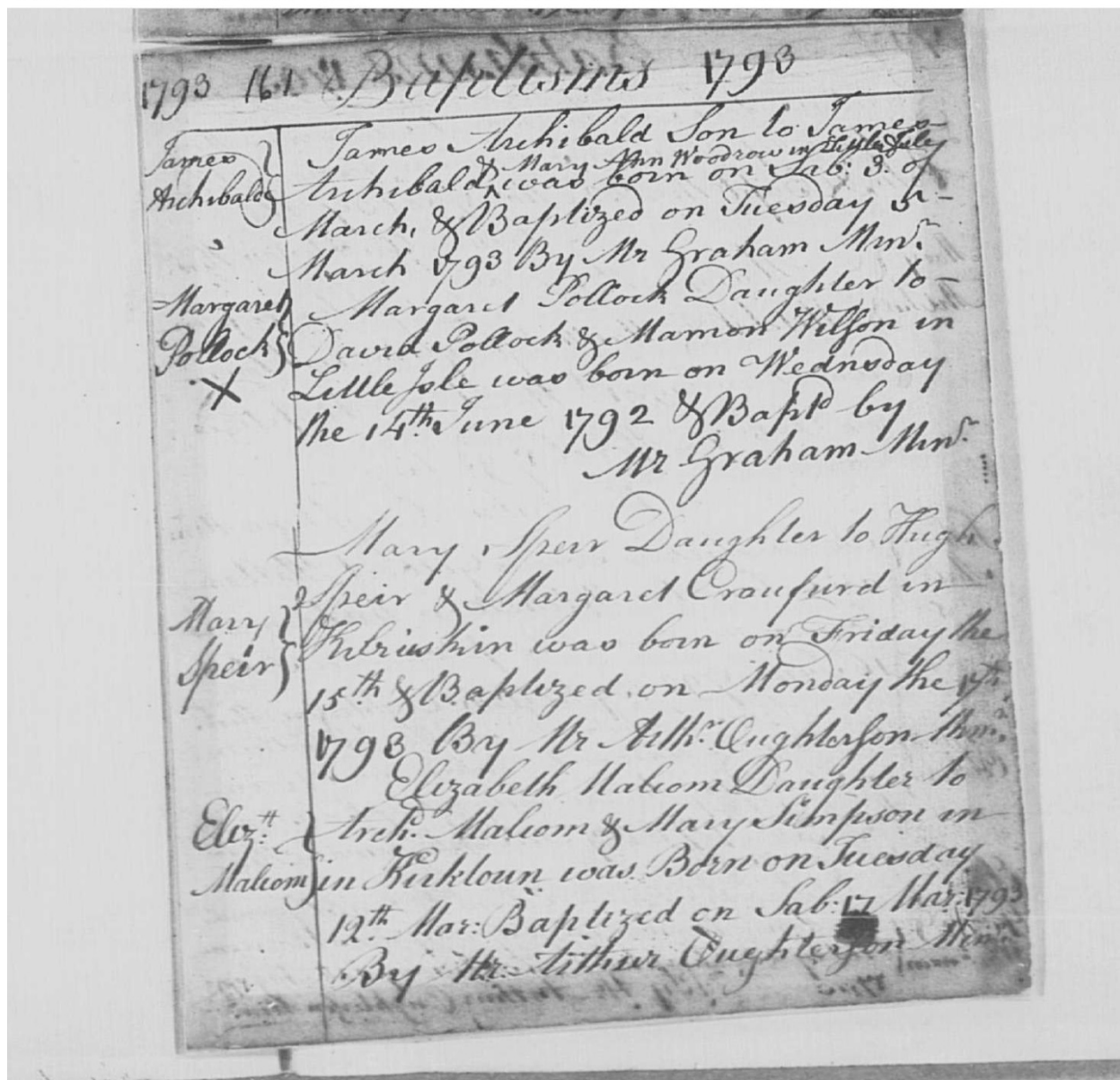
Cultural, Creative and Heritage Service, Irvine Townhouse  
66 High Street, IRVINE, KA12 0AZ (Tel: 01294 310060)

Please note that the Heritage Service offers a genealogical research service utilising the Old Parish Registers (up to 1854), scotlandspeople website, census records, valuation rolls, trade directories, poor relief records, burials records, monumental inscriptions, newspaper archives, maps, photographs, books and pamphlets. If your family is Ayrshire based we will add as much additional social history information as possible from all of the above named resources. Please contact us for further information.

North Ayrshire Council/Comhairle Siorrachd Àir a Tuath  
Information and Culture  
Economy and Communities

Attached to Melanie's reply is the copy given below of James Archbald's birth record:

05/03/1793 ARCHIBALD, JAMES (Old Parish Registers Births 620/ 10 395 West Kilbride) Page 395 of 453  
 ©Crown copyright, National Records of Scotland. Image was generated at 11 April 2019 12:03



SRP reply:

April 11, 2019

Dear Melanie:

We are very pleased to have a copy of James Archbald's birth record. Thank you very much.

There are one or two words that I can not decipher; perhaps you can.

Here's what I read:

"James Archibald Son to James Archibald & Mary Woodrow \_\_\_\_\_ was born on Sab. 3 of March & Baptized on Tuesday 5 March 1793 By Mr. Graham Min."

"...born on Sab." The 3rd of March in 1793 was a Sunday, and possibly "Sab." is an abbreviation for "Sabbath"?

Is "Min" after "Graham " an abbreviation for "Minister"?

Thanks again.

Sincerely,

S. Robert Powell

-----

April 11, 2019

Melanie:

I think I've determined what the two words are that I wasn't able to read in the James Archbald birth record:

".... Mary Ann Woodrow in Little Isle on...."

"Little Isle" must be an earlier name for "Little Cumbræ"

Here, then, is my transcription of the birth record of James Archbald:

"James Archibald Son to James Archibald & Mary Woodrow in Little Isle was born on Sab. 3 of March & Baptized on Tuesday 5 March 1793 By Mr. Graham Min."



Thanks.

Robert  
-----

On April 12, I checked out the Little Cumbrae website were, under the “history of the island” we find:

“Little Cumbrae is the birthplace of James Archbald, the first mayor of Carbondale, Pennsylvania.”

Later that same day, I checked out the Little Cumbrae website, and both “James Archbald” and “Carbondale” were live links to data and a photo of James Archbald that I had sent to Melanie on April 10<sup>th</sup>.

-----  
On Tue, Apr 16, 2019 at 9:12 AM Melanie McBlain <MMcBlain@north-ayrshire.gov.uk> wrote:

Hello Robert,

Yes I think you're right, it says "Little Isle" and the "Min" is Minister.

So the full text is:

Baptisms 1783  
James Archibald Son to James Archibald and Mary Ann Woodrow in Little Isle was born on Sabbath 03 of March and Baptised on Tuesday 05 March 1793. By Mr Graham Minister.

I'll be sure to let you know if we come across further information, etc.

My very best wishes to you and your society,

Best wishes/Deagh dhùrachdan

Melanie McBlain  
Library Assistant/Cultural Engagement  
-----

S. Robert Powell <srp18407@gmail.com>

2:23  
PM

April 16, 2019

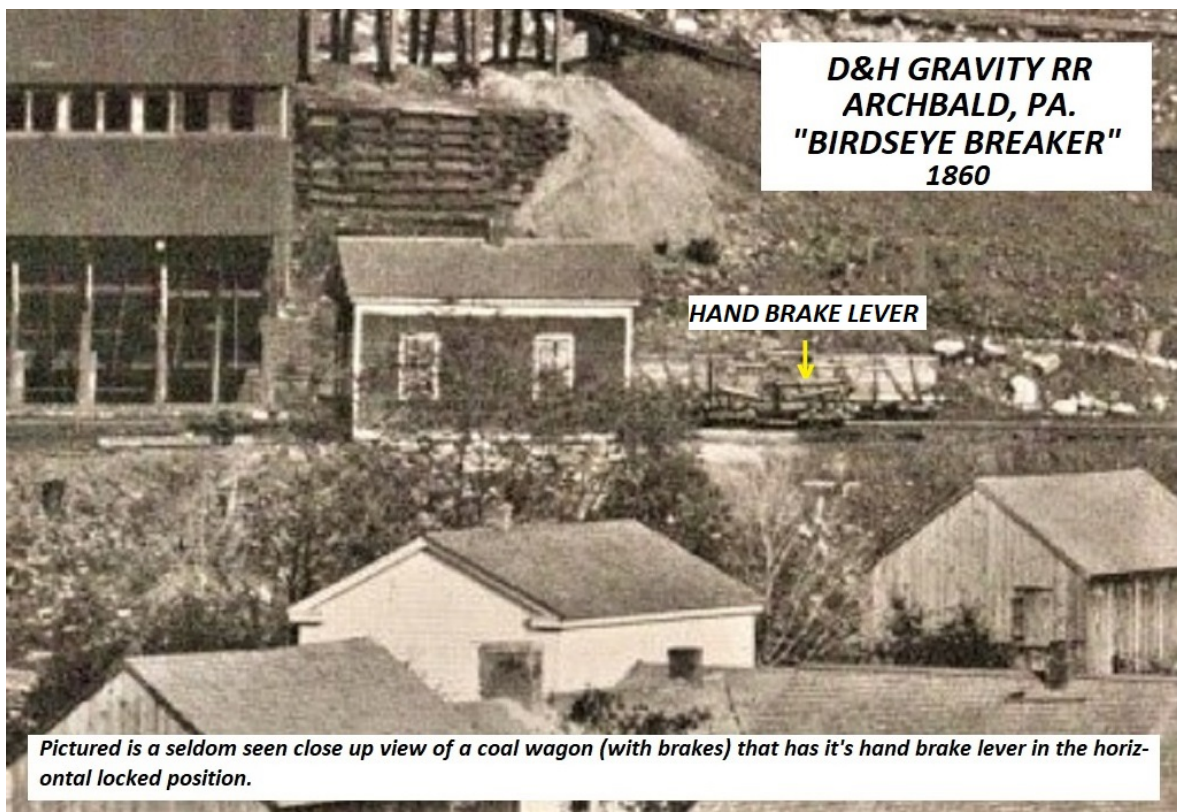
Thanks, Melanie, for your help.

It pleases me a great deal to know that James Archbald is recognized "in his home town" /on your webpage for being the extraordinary person that he was.

Robert

**109. Addition for Volume XVIII:** Coal cars with brakes locked in a horizontal position. Photo from Stacy Gardner, April 12, 2019, who asked: "Where was this breaker?"SRP: Archbald.

Here is the revised photo + identification labels from Stacy Gardner:



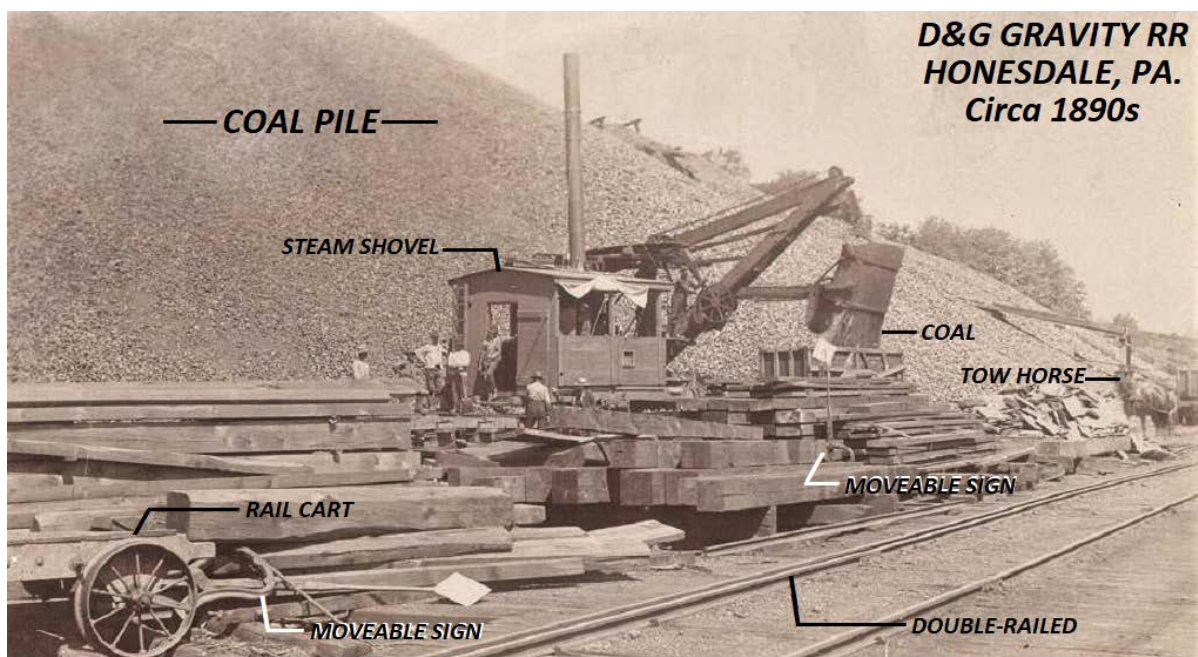
For additional information on the Birdseye Breaker, Archbald, see SRP's D&H Volume XVIII, pp. 196-205.

Here is some of the material on the Birdseye Breaker in Archbald that is reported in SRP's XVIII, pp. 196-205:

The Birdseye Breaker, Archbald, was erected in 1860 on east side of the Lackawanna River, on the site where the White Oak Breaker used to stand. It was owned by Judge Birdseye, a resident of Brooklyn, N. Y. The colliery was leased by Hosie & Co., and coal from the breaker was delivered to the Delaware & Hudson. The Birdseye Breaker was on the Gravity Railroad light track, and coal was probably sent from the breaker northward to the foot of Plane 26, for shipment northward to market.

110. **Addition for Volume XVI:** Steam Shovel at D&H Canal Basin. Two photos, with identification labels, from Stacy Gardner, April 13, 2019.

What's going on in these photos? The coal in the storage pile at the basin in Honesdale is being loaded into coal cars which were then moved, either up to the upper boat basin and down to the lower basin, to the edge of the canal and loaded into canal boats.



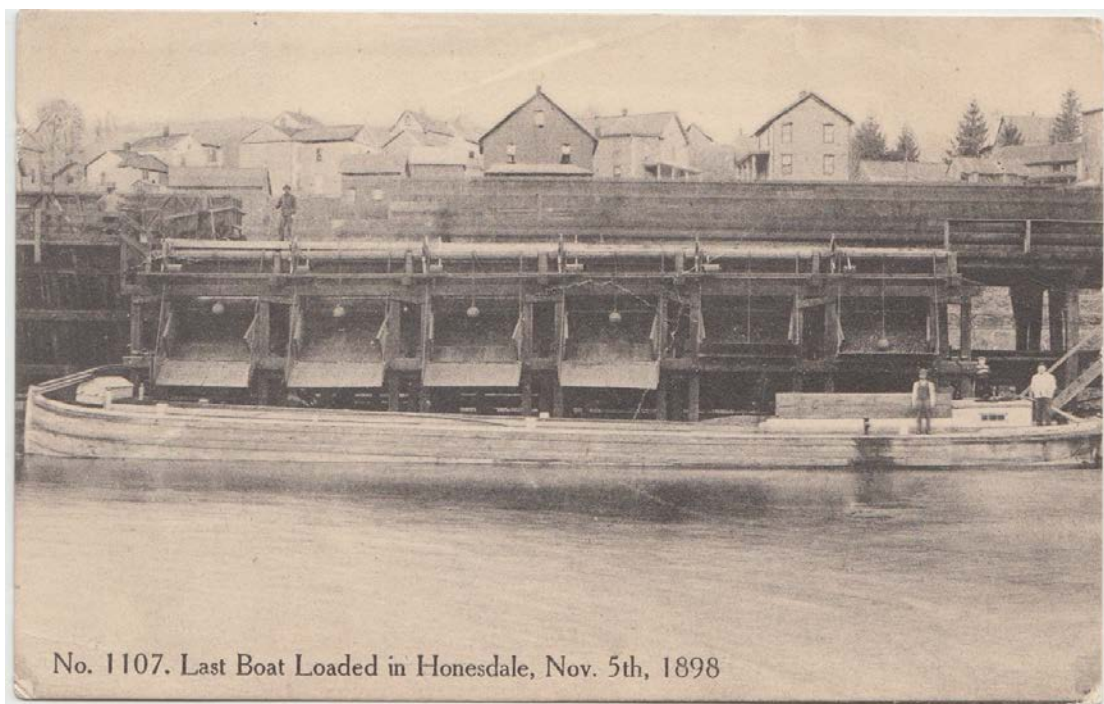
*Pictured is a William Otis style steam shovel, with its crew, loading coal into a coal wagon in Honesdale. Of note here are the stacks of large timbers and planks stored along a double-railed track. This track is able to handle both gravity gauge (4' - 3") and standard gauge (4' - 8.5") traffic. All the stacked lumber is probably associated with the upgrade of the line's infrastructure to standard gauge.*





Observation from Stacy Gardner: “The photo has a date of 1899, however, I am reluctant to use it because of the size of the massive coal pile seen. In 1899 that pile should have been down to nothing.”

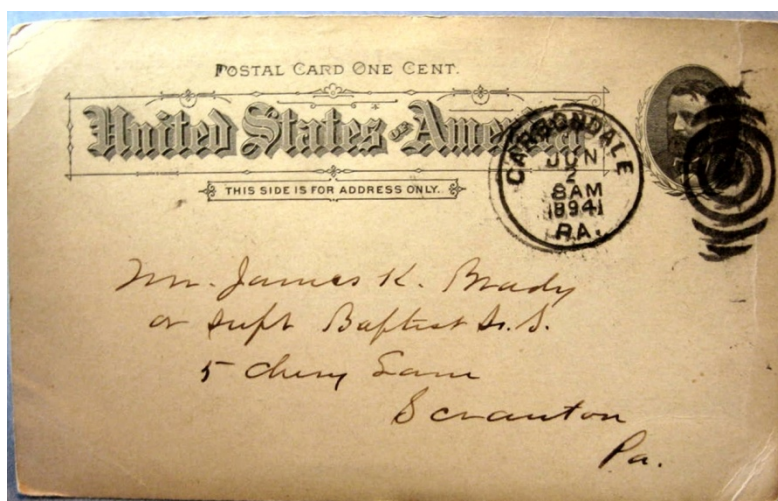
Note from S. R. Powell: Stacy is correct when he says that the date is incorrect. In 1899, the D&H Canal was closed. See the post card given below, in the collection of the Minnisink Valley Historical Society.



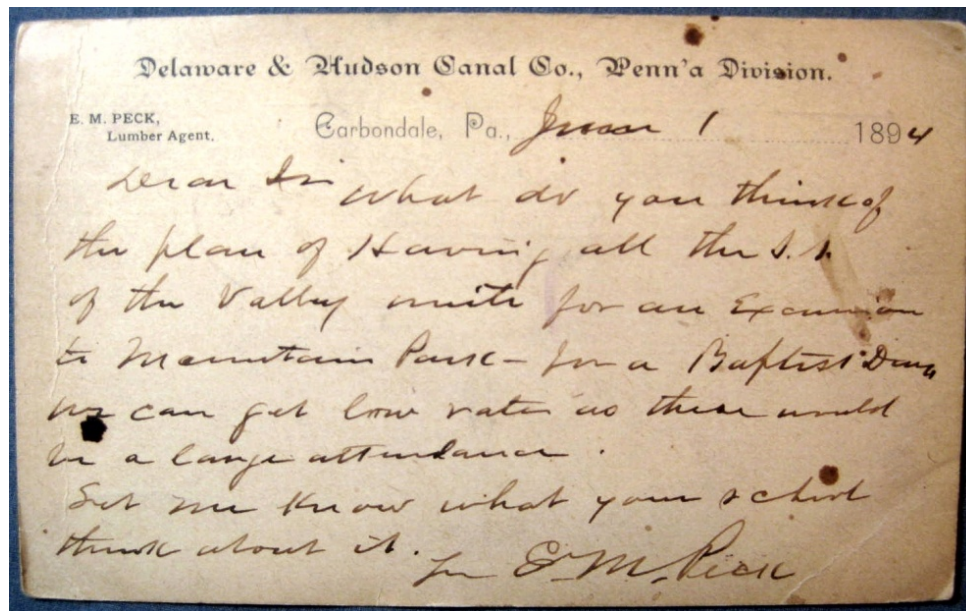
*D&H Canal, Honesdale, PA.* Post card in the collection of the Minnisink Valley Historical Society, Port Jervis, NY.

**111. Addition for Volume XXIII:** Baptist Sunday School excursion to Mountain Park proposed by E. M. Peck, Lumber Agent, Delaware and Hudson Canal Company, Pennsylvania Division:

Post card mailed, June 2, 1894, to: "Mr. James K. Brady / or Supt Baptist S. S. / 5 Cherry Lane / Scranton / Pa."







“Carbondale, Pa., June 1, 1894 / Dear Sir / What do you think of the plan of Having all the S. S. [Sunday Schools] of the Valley unite for an Excursion to Mountain Park for a Baptist Day. We can get low rates as there would be a large attendance. / Let me know what your school think about it. / Sin[cerely] E. M. Peck”

112. **Addition for Volume XXIII:** End of Roebling’s High Falls Aqueduct. Downloaded from D&H Canal Museum Facebook page, April 21, 2019:



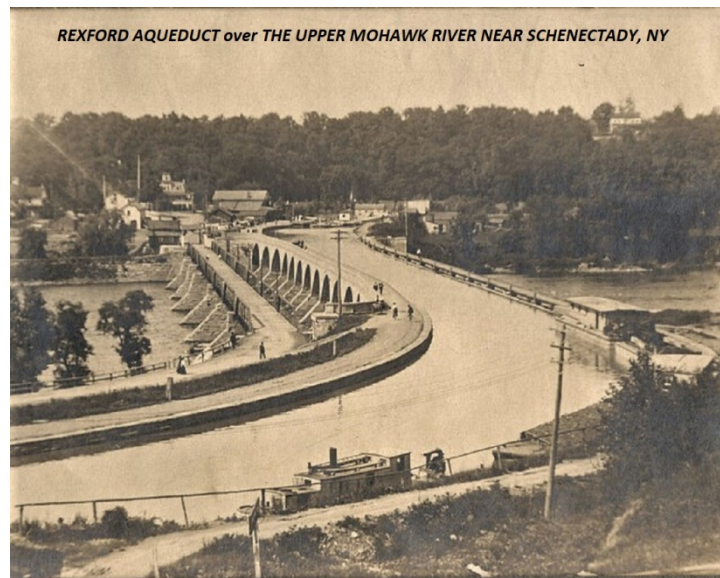


113. **Addition for Volume XXII:** The aqueduct shown below is not a D&H Aqueduct:

This photo has been posted on various D&H pages on the Internet. This aqueduct is NOT a D&H aqueduct. It is the Rexford Aqueduct over the Upper Mohawk River on the Erie Canal, near Schenectady, NY



Erie Canal: Rexford Aqueduct over the Upper Mohawk River, near Schenectady, NY



Our thanks to Stacy Gardner for identifying this Erie Canal location.

114. **Addition for Volume XXIII:** E. & H. T. Anthony Stereocard of High Falls Aqueduct:



Posted by S. R. Powell on Facebook on April 21, 2019, with the 2 paragraphs of information given below:

"D&H Roebling Aqueduct at High Falls: Here is the E. & H. T. Anthony & Co. stereoscopic view of the Roebling "Aqueduct of the Delaware and Hudson Canal, over Rondout Creek." This stereocard is No. 8013 in the Anthony series titled "Scenery at High Falls, N. Y., and Vicinity." On the back of the stereocard we read: "Published by E. & H. T. ANTHONY & CO., EMPORIUM OF AMERICAN AND FOREIGN STEREOSCOPIC VIEWS, CHROMOS AND ALBUMS, 591 Broadway, opposite Metropolitan Hotel, New York."

Johann Augustus Roebling was completing the final stages of the Delaware and Lackawaxen aqueducts when he started the High Falls suspension aqueduct in April 1849. This bridge consisted of a single span, 145 feet long. Two wrought iron wire cables (each contained 2,300 wires and was over 8 ½ inches in diameter) supported a wooden trunk. Work on the High Falls aqueduct was begun in April 1849, and completed in the winter of 1850-1851, and the bridge was ready for operation when the 1851 season opened."

-----

**Chester Hartwell** The ROEBLING AQUEDUCT was next to the existing STONE AQUEDUCT that it replaced. The two existed side by side for many years. The stone aqueduct evolved into a pedestrian bridge and finally sold to the Central Hudson Company as part of their ROW. The stone aqueduct was later deemed a liability by Central Hudson and they removed it. The stone aqueduct's dedication keystone was saved and is located at the base of the 5 Lock Walk and its contents are somewhere in the Central Hudson vaults. The stone aqueduct was upstream of the later Roebling aqueduct. Because photos vary-one or the other or both can be seen. There is virtually NOTHING left of the stone aqueduct onsite except for the Dept of Education plaque on the road. There is no plaque referring to the later Roebling Aqueduct.

**James Schaeffer** The slight bow upward of the aqueduct indicated to me that it may not have water in it at the time of this (these) photo(s).

Saxonburg, PA:

Brant Dempster Greetings from Saxonburg, Pennsylvania.

Silas Robert Powell Hello Saxonburg. Some readers here may not know about the Roebling connection to Saxonburg, which is surely a well known fact by the Saxonburg community. For those who may not know about Roebling's connection to Saxonburg, allow me to state here the following: "Roebling was born June 12, 1806 in Muhlhausen, Thuringen, the Kingdom of Prussia. On May 22, 1831, Roebling left Prussia with his brother Carl and came to America, where they purchased 1,582 acres of land on October 28, 1831, in Butler County, PA, with the intent to establish a German settlement, called Saxonburg. In 1836, John Roebling married Johanna Herting, and they had nine children. In 1841, Roebling, with the help of his neighbors in Saxonburg, began producing wire rope. "The rest is history."

Brant Dempster Silas Robert Powell Good job! You got it.



115. **Addition for Volume XXIII:** Coal Storage at Honesdale: Photo posted by D&H Canal Museum on their Facebook page, April 2019:



Stacy Gardner, April 23, 2019: "The photo is, in fact, the Honesdale coal pile, with the off-loading ramps at the head of Union Plane No. 12.5 at the top. Note the coal wagon parts, at the top of the photo, that went over the ramp. Note also the set of truck wheels near the tow horse."

**116. Addition for Volume XIV:** Review of S. R. Powell's Volume XIV by Mike ("Breezy") Bischak, April 26, 2019:

Engr. Breezy

S. Robert Powell, April 26, 2019, 12:34 P.M.

Hello Dr. Powell,

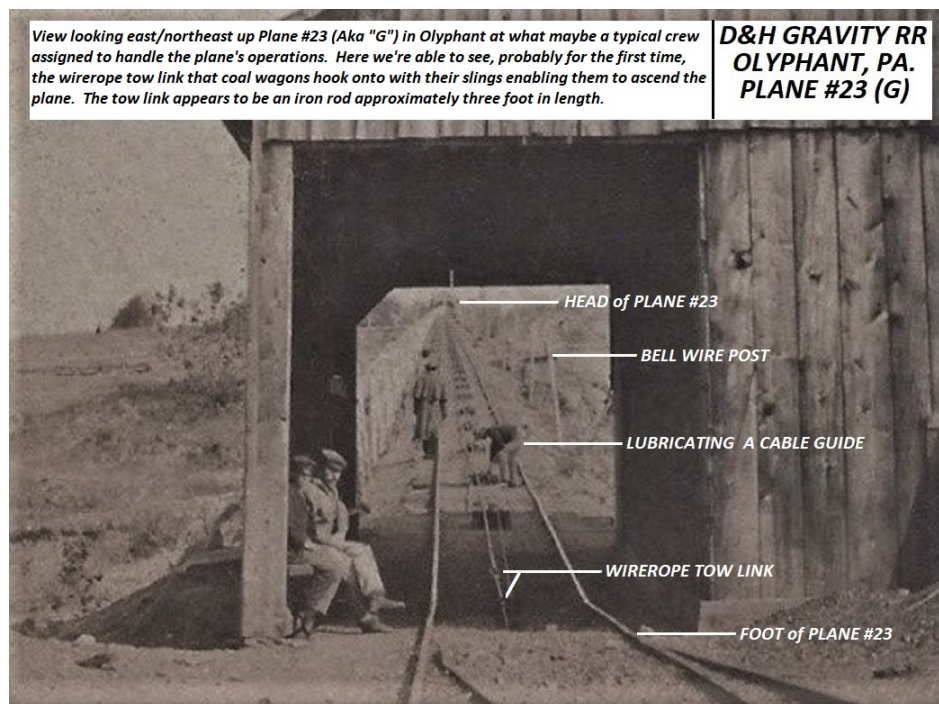
Hope you had a good Easter.

I finally got to sit down and read your Vol. 14 disc on the Carbondale Stations, Freight Houses & Carbondale Yard. Another great disc for sure! On page 104 you state the photo had to be taken after 1925, actually it would have had to be taken after 1940. The locomotive in the bottom right of the photo is a Class J 1500 Challenger. The first batch of these engines were built in 1940 and the second batch was built in 1942. It is sad that not one of these beautiful engines were preserved, or any of the D&H steamers for that matter.

There sure is a great collection of photos in your Vol. 14. I've never seen photos of the construction of the Dundaff St. viaduct. Nice to see that the D&H was involved using their wrecking crane to "give them a lift"

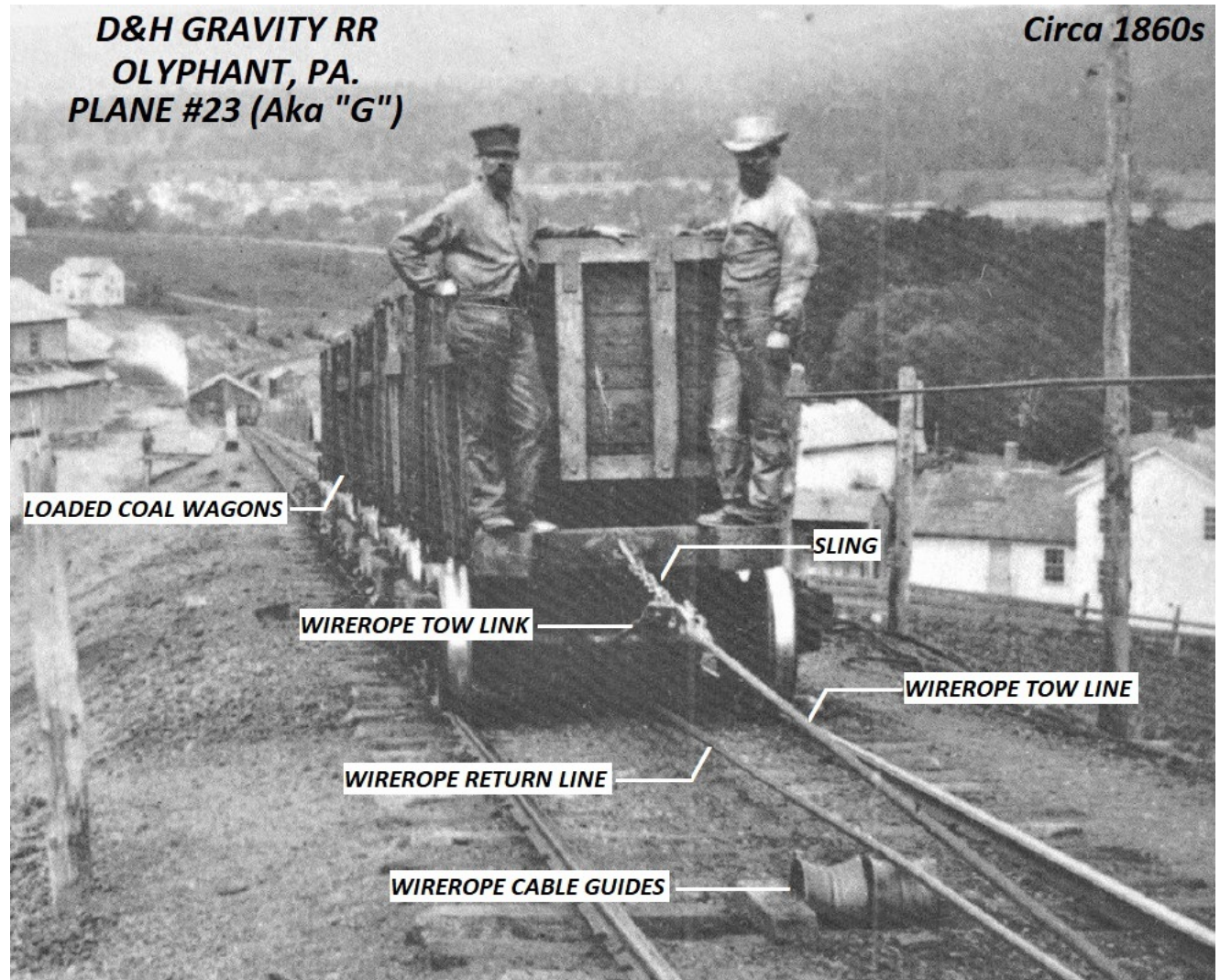
Have a good weekend. Breezy"

**117. Addition for Volume III:** Technology identifications at Plane No. 23 by Stacy Gardner on May 3, 2019:



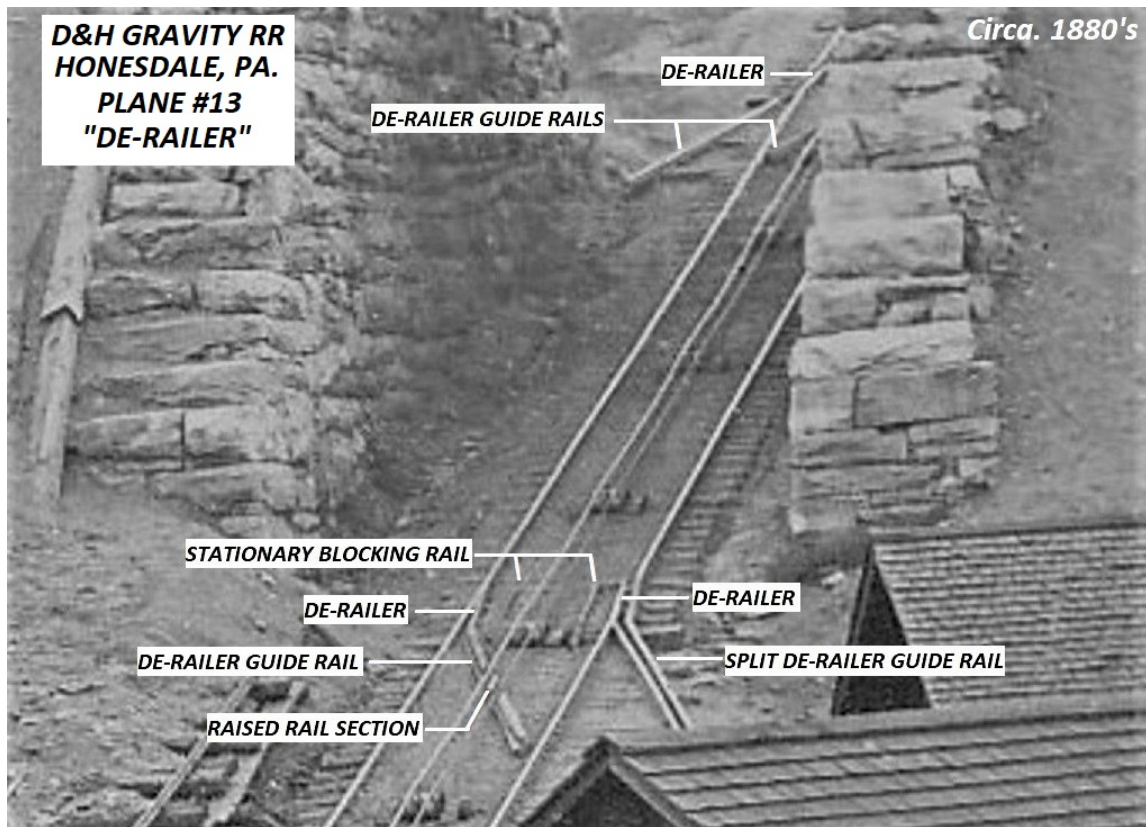


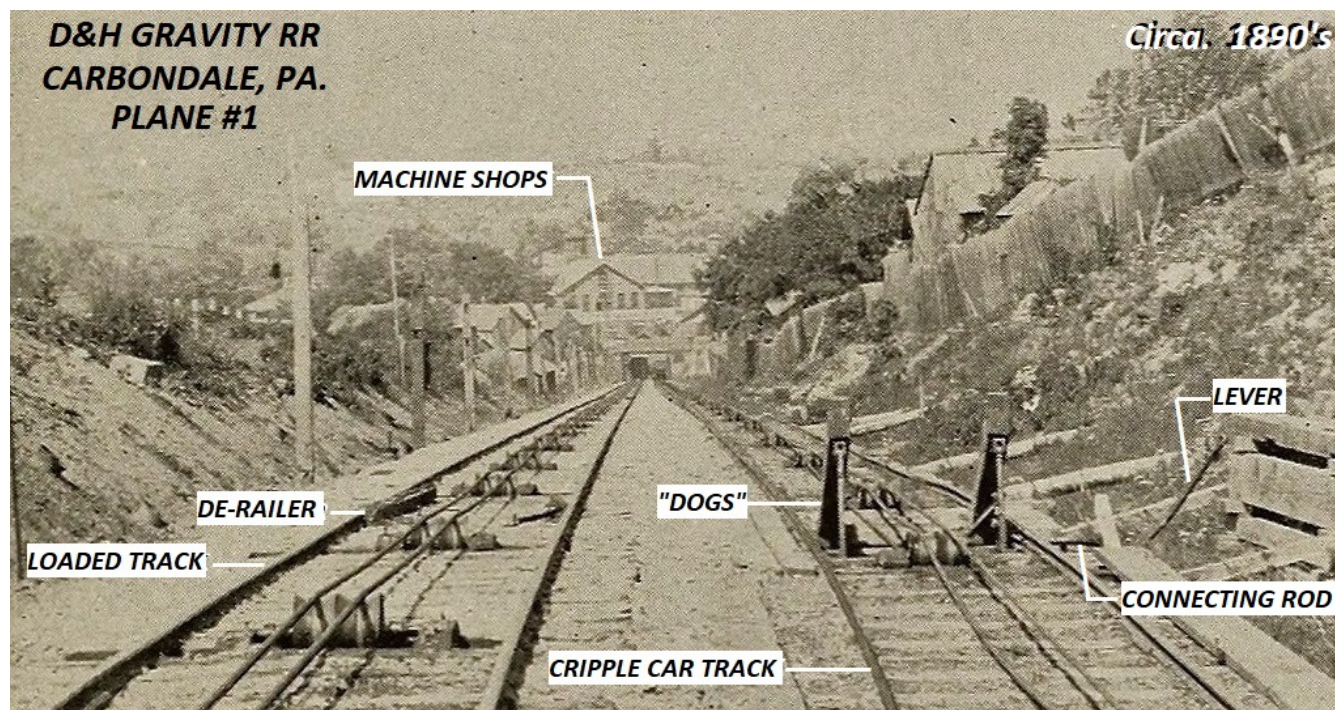
From Stacy Gardner, May 5, 2019:





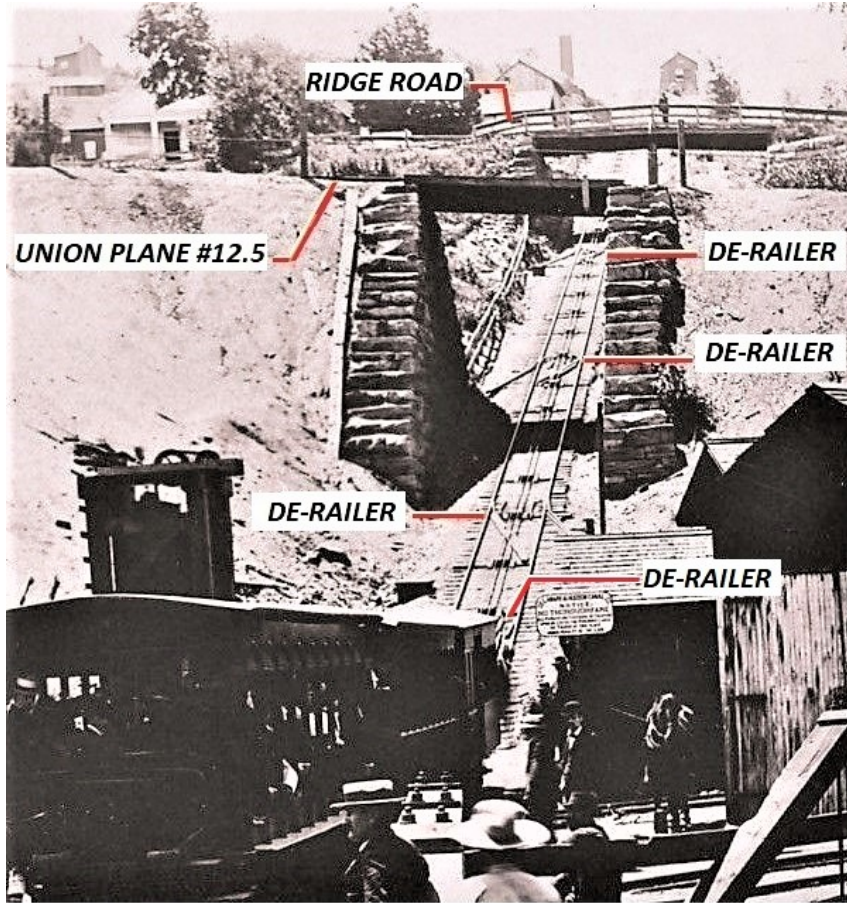
118. **Addition for Volume XVI: Derailers and Dogs** (photos and identification labels) by Stacy Gardner, May 4, 2019:





*View looking down Plane #1 from it's head towards the foot of the plane and the D&H Machine Shops. Of note here is the set of "DOGS" (used to prevent rolldowns) that are in the raised position and unlike most that are spring loaded these are manually operated by use of a lever as seen to the right of them. Also of note is the de-railer seen on the loaded track that is two piece - the section on the left is spring loaded and allows cars to ascend the plane, however, should they breakaway it will de-rail the first truck of the car and the other fixed rail piece will help guide the other side of the truck and cause the car to flip - hopefully in a desired direction.*





**D&H GRAVITY RR  
HONESDALE, PA.**

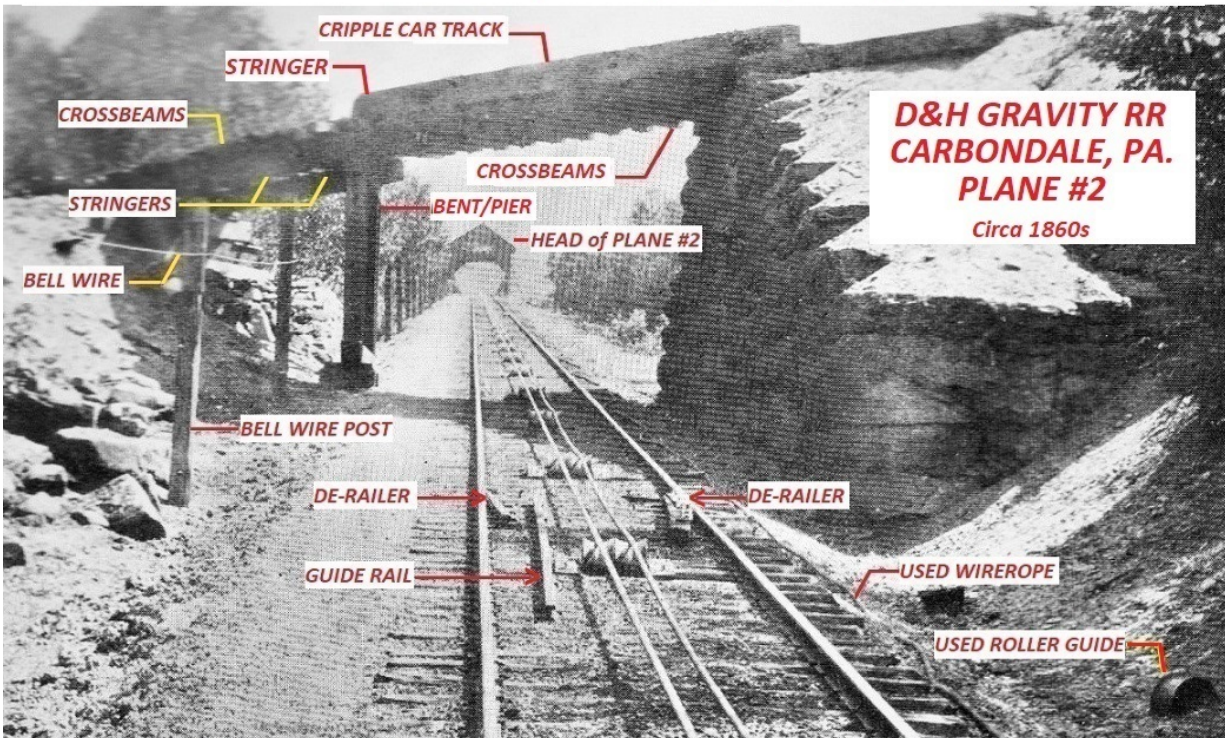
**PLANE #13**

**Circa. 1880's**

*View looking up the plane at four of it's de-railers.*

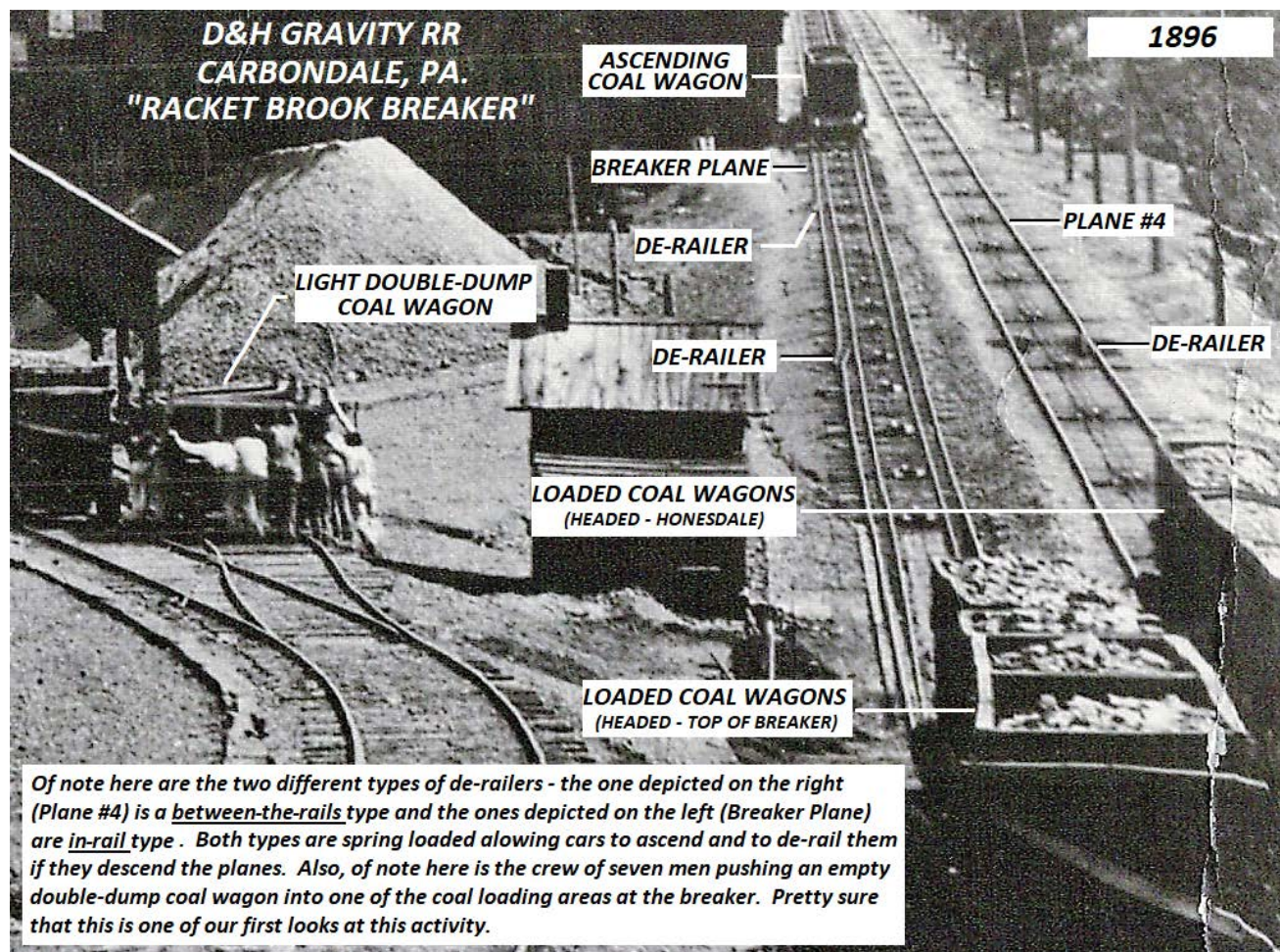


Just below is the timber bridge that carries the cripple car track over Plane #2, it has two spans supported by a bent pier. The span on the right has two stringers supporting 12 crossbeams that are nut and bolted to them from the bottom while the other span has two stringers with the crossbeams nut and bolted to them from the top. See photo of Plane #2, given below, for more information.



Shown is a between-the-rail de-railer on ascending Plane #2 outside of Carbondale. It consists of three parts - two spring loaded de-railers that allow cars to ascend the plane and one stationary guide-rail. The part on the right, which absorbs most of the rollback car's inertia, and the guide rail help to direct the car to one side of the plane. In this case, to the (left ??).

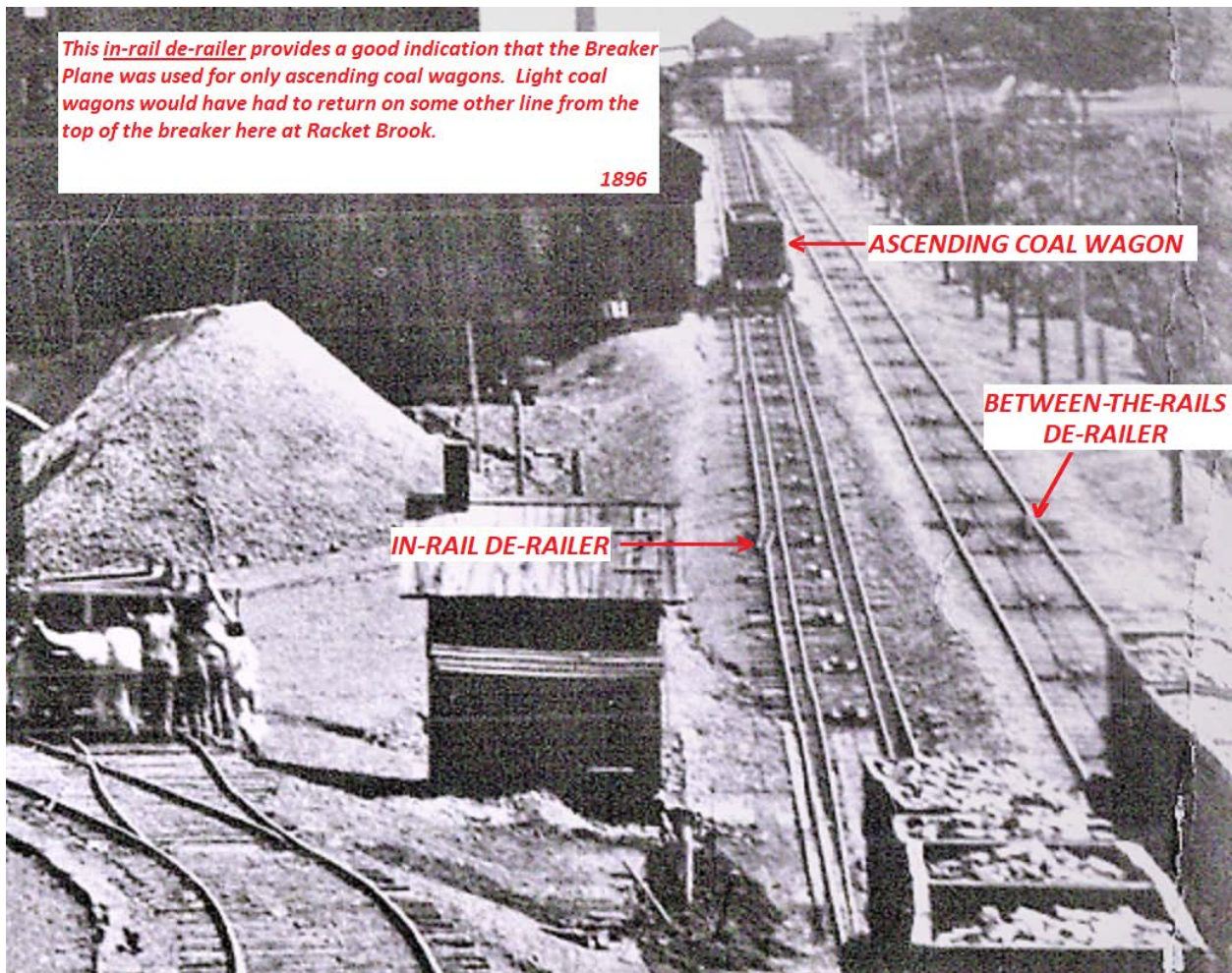






*This in-rail de-railer provides a good indication that the Breaker Plane was used for only ascending coal wagons. Light coal wagons would have had to return on some other line from the top of the breaker here at Racket Brook.*

1896





## 119. Addition for Volume XXIII: D&H Locktenders:

SRP on April 24, 2019, to Delaware and Hudson Transportation Heritage Council members:

**Hemlock Farms:** At the January 23, 2019, DHTHC meeting at the UDC Office at Narrowsburg, Laurie Ramie read a request from Jill Barbier (570-493-7518) at Hemlock Farms that a DHTHC representative do a presentation (45 minutes) on the D&H Canal at the Orchard House/Welton Heritage Center at Hemlock Farms on April 28 at 1:30 P.M. At that time, S. Robert Powell said that he would do such a presentation--and he did so on April 28. Hemlock Farms is a gated community of about 3,000 houses on a 5,000-acre tract of land near Lord's Valley in Pike County. They have their own police department, fire department, postal facility, lake, golf course, tennis courts, and surely other amenities that I didn't see. The residents are largely former residents of the greater New York City/New Jersey area. In the Orchard House (about 5 miles from the security gate at the entrance) there is a public meeting room and a Hemlock Farms museum (two rooms, filled with lots of interesting things, including artifacts from the dairying industry that used to be in that area). The public meeting room was filled to capacity for Robert's presentation--which went very well and which lasted 90 minutes. Before the meeting began, a man named Bill Taylor reported that he is a descendant of the D&H locktender at Rosendale (family name was Konan--possibly Conan--and they lived on Creek Locks Road, at Rosendale). Taylor will phone Powell with specific data on the man in the coming days. **Are there lists of the names of the locktenders on the D&H Canal?** I don't recall having seen such a list. If there isn't such a list, we (the DHTHC) should start one. At the end of Robert's presentation, Jill Barbier said that she and some friends would visit Carbondale to see the Carbondale Historical Society and the Society's D&H collection. Hemlock Farms, which is very near Exit 34 on I-84, is 55 miles from Carbondale.

--

Norma Schadt:

wnschadt@frontiernet.net

May 3, 2019, 10:00  
AM

Good morning,

I'm attaching the list of lock tenders that we have in our office, as well as three lock related photos:

Picture #1 is the lock tender house at Lock #55 in Godeffroy

Picture #2 is Abe Hoag with his dog-- Lock Tender at Lock #51--The house is still standing and is known as the Hoag house. The family still owned it until it became part of the D & H Canal Park. Art Hoag was the Town Supervisor of Deerpark when I was a kid.

Picture #3 is Robert Hoag on a repair boat at Lock #51.

Hope this helps in your search.

Norma

Three photos with captions from Norma Schadt:



The lock tender house at Lock #55 in Godeffroy. "The house is still standing and is known as the Hoag house. The family still owned it until it became part of the D & H Canal Park. Art Hoag was the Town Supervisor of Deerpark when I was a kid."



Abe Hoag with his dog-- Lock Tender at Lock #51



Robert Hoag on a repair boat at Lock #51.

From Norma Schadt:

### **Lock Tenders on the D & H Canal**

**According to the 1860 Census**

**There is no information which Lock these men serviced.**

**Town of Deerpark**

**Includes Port Jervis (in 1860 Port Jervis was part of Deerpark became a city in 1907)**

Name	Age
T. A. Raymond	31
Robert Cunningham	19
John Sterliss	33
William London	40
H. Van Inwegen	50
Dewitt Vangorder	29
Martin Smith	20



Charles Smith	19
Benjamin Gibbs	24
Timothy C. Gilson	32
Joseph Canfield	33
Garry Sullivan	60
John Sullivan	34
Theron D. Aber	23
John Vanauken	37
Josiah Stearnes	37
Rimothy Gilson	33
Levi Brown	46

#### **Town of Mamakating**

Othirea Doolittle  
Thomas Walker  
John J. Whitney  
James H. Whitney  
Francis Wood  
Daniel Young  
Edward Terwilliger  
George Brainius

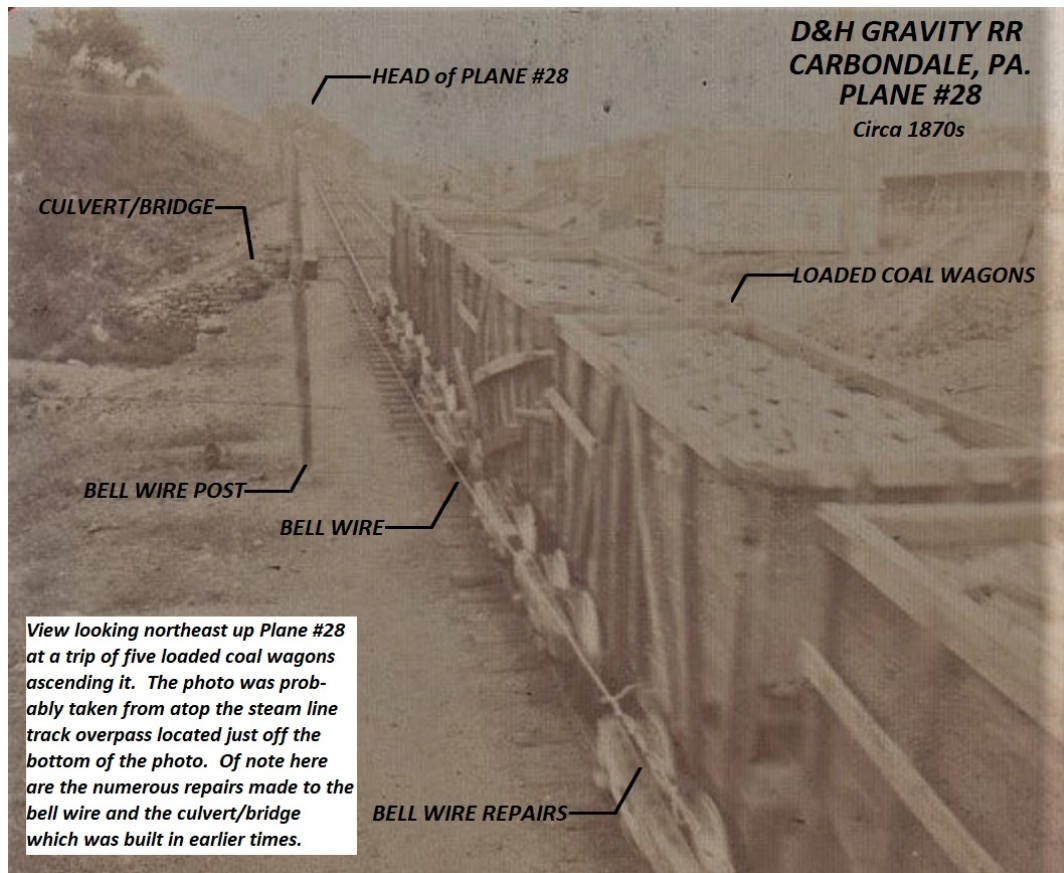
#### **Town of Highland**

B. Mahoney  
John Ragan  
Michael May  
Leonard Shilelius  
Elisha Kalpatrick  
Michael Leibly

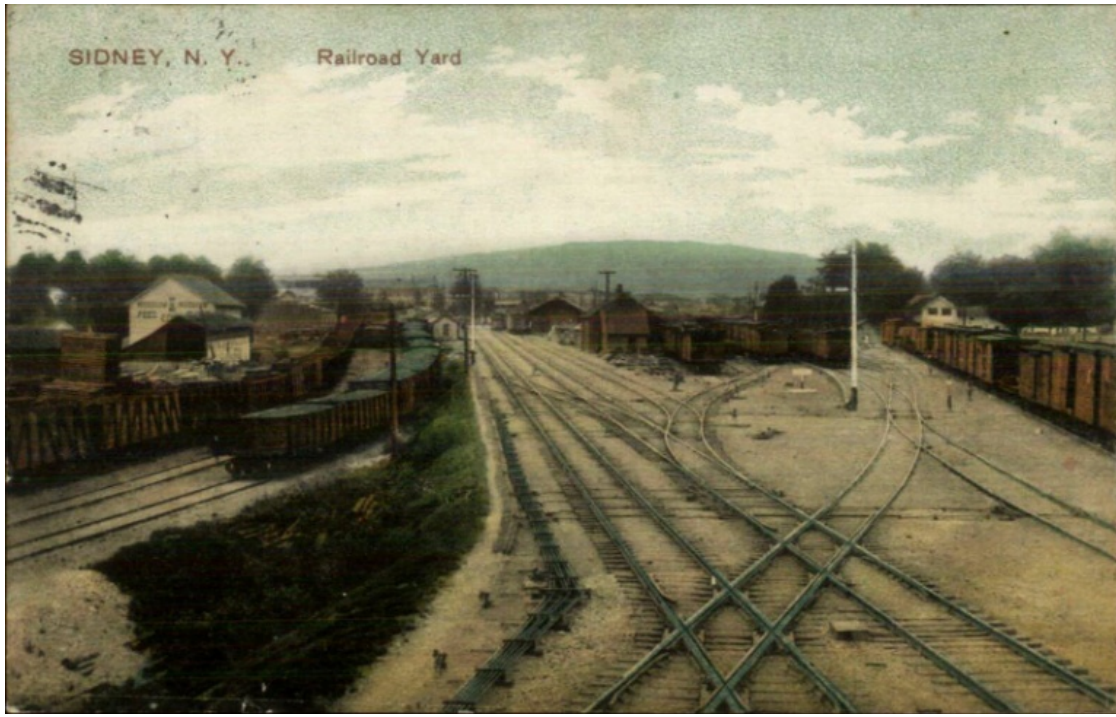
#### **Town of Lumberland**

Daniel Piles

120. **Addition for Volume IV:** A second look at Plane No. 28 by Stacy Gardner, May 4, 2019. This is an enlarged detail of photograph given in *Addendum I*, p. 322



121. **Addition for Volume XII:** Sidney, NY. Post card posted on May 4, 2019 in the Delaware and Hudson group on Facebook by Charlie Northup.



*O&W on the Right. D&H on the Left. View is from Union Street.*

122. **Addition for Volume IV:** Rain or shine, the Gravity Railroad continued to operate. Photos with identification labels by Stacy Gardner.

Rarely was the Gravity Railroad closed (for more than a few hours) by a winter storm.





**D&H GRAVITY RR  
FARVIEW, PA.  
"WINTER STORM"**

*Circa 1890s*

*Just like the mail the service on the gravity is 24/7 - 365 days a year no matter what the weather is as evidenced by this photo.*

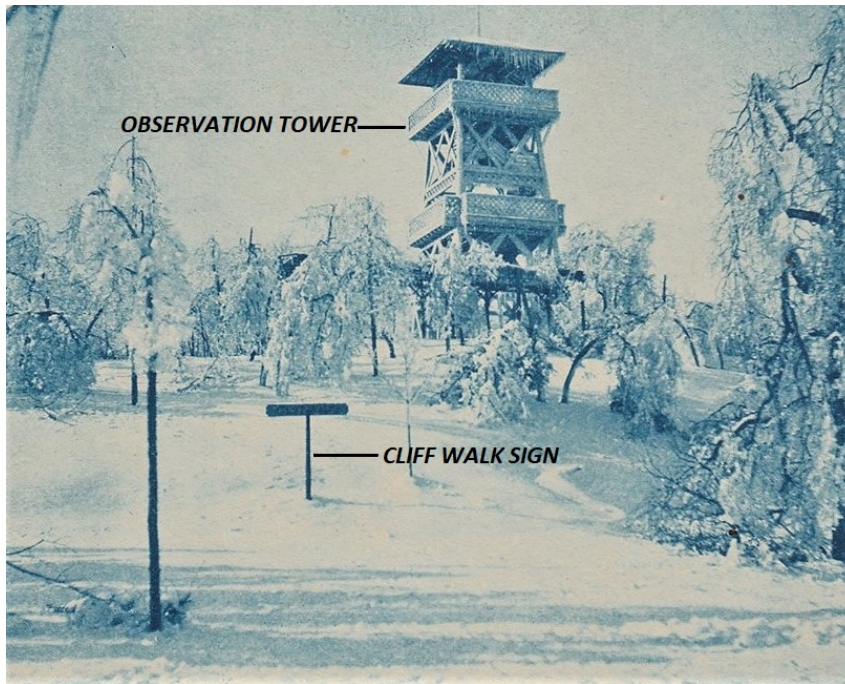


**D&H GRAVITY RR  
FARVIEW, PA.  
"WINTER STORM"**

*Circa 1890s*

*Passenger await the arrival of a gravity passenger train so that they can continue onto their next destination.*

Farview Park was not open, of course, during the winter months. This photo, however, shows very well the kind of weather realities that the Gravity Railroad had to surmount during the winter on the top of the Moosic Mountain.



**D&H GRAVITY RR  
FARVIEW, PA.  
"WINTER STORM"**

*Circa 1890s*

*Mother Nature paints a coat of ice and snow on the D&H Park on top of the Moosic Mountains. As you can readily see there are no foot prints in the snow. What a picture!!*

Our thanks to Stacy Gardner for assembling this Gravity winter portrait.

123. Addition for Volume VIII: "The Saratoga Express" by S. Robert Powell (*BLHS Bulletin*, May 2019, pp. 7, 10):

## For the Record

### *The D&H's Saratoga Express*

by S. Robert Powell

The D&H passenger train named the *Saratoga Express* may well be the first named passenger train in America.

The first reference to the *Saratoga Express* that we have discovered is in the June 28, 1873 issue of the *Carbondale Leader*, in an article about the new D&H timetable that went into effect on Monday, June 30, 1873. From that article, we learn that "the *Saratoga Express* will run through from Scranton to Philadelphia without change of cars" and that "connections will be made at this city [Carbondale] via the Jefferson Branch of the Erie Railway, east and west, and with the Albany & Susquehanna Railroad north; at Green Ridge with the Lehigh & Susquehanna Division of the Central Railroad of New Jersey; and at Scranton with the Delaware, Lackawanna & Western and Lackawanna & Bloomsburg Railroads".

Heading south, the *Saratoga Express* departed Carbondale at 3:20 p.m. and arrived at Green Ridge in 28 minutes, at 3:48 p.m., making no stops on the way. The *Saratoga Express* going north, departed from Green Ridge at 1:22 p.m. and arrived at Carbondale in 28 minutes, at 1:50 p.m., making no stops on the way. In an article in the *Carbondale Advance* on the new timetable, the editor of that paper, who was a strong promoter of the D&H and of the city of Carbondale, made the following enthusiastic observation: "Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga [Springs] – and making the distance to and from Scranton in less than 30 minutes".

The D&H's *Saratoga Express* was an immediate success, and elegant Palace Cars were added to the train during the third week of July, 1873. On page 3 of the *Carbondale Advance* of July 19, 1873, we read: "Palace Cars. / Elegant Palace Cars have been added to the Saratoga Express Train this week. / The Del. & Hud. Saratoga Express Train is a success, and puts a good load of passengers through on time".

Regrettably, the Saratoga - Philadelphia express was withdrawn by the D&H on Saturday, September 6, 1873. About this cancellation, we read the following in the *Carbondale Leader* of September 6, 1873, page 3: "It has been a great convenience to many travelers and tourists, and will be missed by them. The train has not been as well patronized as it should have been".

Two years later, however, the *Saratoga Express* was again running, and the D&H announced on page 3 of the July 3, 1875 issue of the *Carbondale Advance* that it would run a through train from Scranton to Saratoga "during the season". In that article, we read: "Through Car to Saratoga.... This will be a great convenience to the traveling public, as it prevents the annoying change of cars at Carbondale and Jefferson Junction. Excursion tickets are now sold from this station [Carbondale] to Albany, Saratoga, Sharon Springs, and other points of interest and resort in the State of New York; also commutation tickets from the city of Scranton and intermediate stations".

In 1877, as well, the *Saratoga Express* was running, and in the D&H timetable, effective November 14, 1877 (as published on page 3 of the December 1, 1877 issue of the *Carbondale Advance*), we read: "SARATOGA EXPRESS / Leave Scranton for Saratoga at 6.20 a.m., arriving at Carbondale 7.00 a.m., Nineveh 9.30 a.m., Oneonta 11.00 a.m., Albany 2.20 p.m., Troy 3.25 p.m., Schenectady 2.25 p.m., Saratoga 6.25 / Returning -- Leave Schenectady 7.50, Troy 7.00, Albany 8.00, Oneonta 11.50 a.m., Nineveh 1.30 p.m., Carbondale 4.12 p.m., arriving at Scranton 5.04 p.m. / The above train now stops at stations on the Jefferson Branch".

In 1878-1879 as well, the *Saratoga Express* was running, and in the D&H timetable that went into effect on May 27, 1878 (as published in the April 5, 1879 issue of the *Carbondale Advance*, p. 3) we read: "SARATOGA EXPRESS. / Leave Scranton for Saratoga at 6.20 a.m., arriving at Carbondale 7.00 a.m.,

Nineveh 9.30 a.m., Oneonta 11.00 a.m., Albany 2.20 p.m., Troy 3.25 p.m., Schenectady, 2.25 p.m., Saratoga 6.25 p.m. / Returning -- Leave Schenectady 8.00, Troy 7.00, Albany 8.00, Oneonta 11.30 a.m., Nineveh 1.10 p.m., Carbondale 3.25 p.m., arriving at Scranton 4.06 p.m. The above train now stops at stations on the Jefferson Branch".

The *Saratoga Express* was still running in 1890. In the D&H timetable that was published on page 3 of the June 12, 1890 *Carbondale Leader*, we read: "Saratoga Express leaves Carbondale for Saratoga, Albany and the north at 11.00 a.m., arrive at Carbondale from Albany and Saratoga at 3.25 p.m., stopping at all stations on the Jefferson Branch".

And in the D&H timetable that went into effect on May 29, 1892, we read the following: "Saratoga Express leaves Carbondale for Saratoga, Albany and the north at 6.25 a.m., arrives at Carbondale from Albany and Saratoga at 4.10 p.m., and 10.48 p.m., stopping at all stations on the Jefferson Branch".

We have not yet learned whether or not the *Saratoga Express* was still running in the twentieth century. The answer to that question is in the twentieth century Carbondale newspapers in the holdings of the Carbondale Historical Society.

D&H passenger service in the late nineteenth century, in and out of Carbondale and throughout the D&H system, was extraordinary. In addition to deluxe passenger trains like the *Saratoga Express* and the *Boston Express* (which will be the subject of next month's column), consider the following facts about passenger service in and out of Carbondale, as reported in the D&H timetable that was published in the *Carbondale Leader* (p. 3) on June 12, 1890: (1) There were ten trains daily from Carbondale to Scranton (where a multitude of rail options were available to the traveler over the D.L. & W.), with nine trains daily from Scranton to Carbondale; (2) there were six passenger trains daily on the Gravity Railroad from Carbondale to Honesdale (with two of

*continued on page 10*



**For the Record** from page 7

those trains making a direct connection at Honesdale with Erie trains to New York City), and six Gravity Railroad passenger trains daily from Honesdale to Carbondale.

In addition, there were three passenger trains daily on the Erie's Jefferson Branch from Carbondale to Susquehanna, all of which connected there with "fast trains east and west" on the Erie; also three trains daily (one of them express) from Susquehanna to Carbondale. There was also a Sunday special train on the Jefferson Branch that left Carbondale at 8:30 a.m., returning, leave Susquehanna at 4:15 p.m., and arriving at Carbondale at 5:45.

Those were the days! For those of us who know a little about the railroads in America in the 19th and early 20th centuries – and who are now obliged to travel via the interstate automobile highway system – we can only look over our shoulders and wonder what life would be like today if the great American railroads – like the D&H – were still with us.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



124. **Addition for Volume XV:** The Pennsylvania Division in the May 2019 *BLHS Bulletin*: Seven engine photographs, four of them by Mike Bischak, Simpson, PA:

p. 5: “D&H GP38-2 #7317, C420 #404 and GP39-2 #7416 on D&H train WR-7, northbound at FT Cabin, Forest City, Pa., on June 21, 1978. That’s Bernie Gill waving from the cab. Photo by Mike Bischak.” Copy of original photograph made available by Mike Bischak for use here.



p. 13: “D&H 0-8-8-0 Mallet #1604 at the ash pit in Carbondale, Pa. in September 1947. Photo from H. K. Vollrath; BLHS Archives, Jack MacDonald collection. The class H engine was built by Alco’s Schenectady Works in 1910.”



p. 17: "D&H GP38-2 #7319 and GP39-2s #7414 and 7617 on train BS-1 at DF Cabin (Dundaff Street), Carbondale, Pa., on January 6, 1980. BS-1 is passing under the remains of a NYO&W trestle, which crossed from the east side to the west side of the city. In so doing, it crossed over the Lackawanna River, the south end of the D&H yard, Dundaff Street, and the D&H Penn. Div. main line. DF Cabin was the south end of Carbondale yard. The clock tower over the 7319 is Carbondale City Hall. Photo by Mike Bischak." Copy of original photograph made available for use here by Mike Bischak.



(*BLHS Bulletin*, May 2019, p. 17)

p. 21: "D&H U33C 755, U23Bs 2309-2306 and GP38-2 7323 (Altschul Blue) with train NE-87, southbound at WC Cabin, Simpson, Pa., on May 22, 1979. Mike Bischak photo." Copy of original photograph made available by Mike Bischak for use here.





p. 29: “D&H U30C #709, U33C #756 & GP39-2 #7411 on NE-87, southbound at the 7<sup>th</sup> Avenue crossing in Carbondale, Pa. May 26, 1978 photo by Mike Bischak.” Copy of original photograph made available by Mike Bischak for use here.



Two additional photos of the Pennsylvania Division in the May 2019 *BLHS Bulletin*:

Front cover: “D&H U23B #306 (eventually renumbered to 2306) on a Penn Division job, heading south under the Starrucca Viaduct. Photo by Hugh Strobel.”



p. 5: “There was no caption data with this image, but I’ll hazard a guess that these are the pushers on a northbound D&H freight that just came down off Ararat at Jeff Junction. There is a caboose behind (ahead of) the engines (D&H 719, and N&W 1806 (SD45), and N&W 1637). Likely early ‘70s; photo by Sam Botts.”



125. **Addition for Volume XII:** “The Delaware and Hudson Railroad Headquarters in Albany, New York” by Howard Hontz (*BLHS Bulletin*, May 2019, p. 4):



## From the Top

by *Howard Hontz*

The Delaware & Hudson Railroad Headquarters in Albany, New York

Early on in the 1888-89 years, the Delaware and Hudson offices were in the Albany and Susquehanna office building on Broadway in Albany, and later in leased space on Maiden Lane and Dean Street in Albany. However, these soon became inadequate due to the continued increase in the coal and freight business, which required more office help and space. The site for a new building was selected at North Pearl and Steuben Streets, at a cost of \$70,000.00 for the land and \$120,000.00 for the building. This was the first time the company would have a building in Albany of its own. However, in time even this office space became inadequate, and thinking began for more space. Business was growing.

## Coal business increases

In 1910, Carbondale Yard, located at the north end of the Lackawanna coal basin, was also considered inadequate and inefficient, as it had a capacity of only 2100 cars. It was therefore enlarged to accommodate 3100 cars, a 50% increase, which increased both its efficiency and the efficiency of the entire system.

The need for more office space in Albany was evident, and in 1912 the purchase of additional land was authorized for the construction of a modern general office building and freight station, to be located east of Broadway and along

the Hudson River. The cost of this land purchase was \$750,000.00.

The architect decided to clear all the land along Broadway to the railroad tracks, with the design improving the appearance of the Hudson River waterfront. Broadway was widened, and an ornamental plaza constructed. The new building would be located east of the plaza, facing the plaza and Broadway. It would consist of a twelve-story tower (later 13 stories), and a four-story building extending northward around the plaza. This portion was completed and occupied by 1915. In 1916, the construction continued by building the four-story office

building southward. The project was further completed by the Journal Publishing Company, which constructed an office tower in 1918 at the south end, using the same Flemish Gothic design as the rest of the building. This design copied the Cloth Guild Hall in Ypres, Belgium. At last, there would seem to be sufficient office space for the Delaware and Hudson corporate headquarters.

Since the site of the headquarters is at the approximate location where Henry Hudson first docked his ship, the "Half Moon", an 8-foot replica of the ship was constructed and mounted on top of the tower as a working weathervane, and a memento of this historic event.

### Traffic change

By the 1960s, the types of traffic on the D&H were changing a great deal. The coal business was fast disappearing, and TOFC and COFC was increasing. As this happened, railroads came under increased expenses, with less revenues to compensate, and looked for economies. In the early 1970s, it became apparent that the huge space of the Plaza building was no longer needed as a General Office for the Delaware and Hudson. The building was in need of extensive maintenance and renovation. It was decided to sell the building and move offices into smaller quarters as an economy measure. Space was found at 40 Beaver street in downtown Albany, but the owner would not permit the heavy CTC machines to be

located in the building. The CTC machines had been in the Plaza building, but 40 Beaver Street's owner feared his structure was not strong enough to hold them. So in 1974, the machines were relocated from the Plaza building into what was once the crew and callers building in Colonie Yard. The Plaza building was sold to the State University of New York.

### Conveyance day

To further control and improve the operations, a Power Control Center was created in Colonie, in the same building as the dispatchers. This provided a system of better control of the power and operations, and it was needed to better control the expanded operation that occurred on April 1, 1976. April 1, 1976 was Conveyance day, when Conrail was formed and The Delaware and Hudson expanded its lines to Buffalo, Allentown, Oak Island and Washington. The only drawback with that new Power Control Center was that it separated the operations from the General Offices and the Superintendent, which were at Beaver Street. The Power Control Center was manned 24x7, and is a subject for further writing at a future date.

The D&H Plaza building was important in the history of Albany and to the Delaware and Hudson Railroad. The building itself is protected by New York State as a historical building. It might be a project for some railroad modeler to construct. This historical building enhances the appearance of downtown Albany, and has done so for over 100 years.

Page 5:

**Top:** D&H GP38-2 #7317, C420 #404 and GP39-2 #7416 on D&H train WR-7, northbound at FT Cabin, Forest City, Pa., on June 21, 1978. That's Bernie Gill waving from the cab. Photo by Mike Bischak.

**Bottom:** There was no caption data with this image, but I'll hazard a guess that these are the pushers on a northbound D&H freight that just came down off Ararat at Jeff Junction. There is a caboose behind (ahead of) the engines (D&H 719, an N&W 1806 (SD45), and N&W 1637). Likely early 70s; photo by Sam Botts.

126. **Addition for Volume XXIII:** Unveiling D&H Canal marker on Route 97, April 24, 2019:

*Marking and making history on Route 97*

April 29, 2019

By Carol Montana--reporter/photographer



By: **CAROL MONTANA / DEMOCRAT**

Town of Highland Co-Historian, Debra Conway, and Bill Merchant of the High Falls D&H Canal Society Museum unveil the new historical marker on Route 97 approximately one mile upriver from Barryville.

BARRYVILLE — Start reading the history of the D&H Canal and it won't be long till you realize what an engineering marvel it was. Operating from 1828 to 1898, the canal extended from Honesdale, PA to Kingston, NY, originally carrying anthracite coal, which eventually wound up in New York City and Canada.



As your interest peaks and you continue to research, you will likely be amazed to learn of the economic influence it had on Sullivan County and the surrounding area.

To commemorate the profound impact the canal had in terms of economy, population growth, industry and transportation, a new historical marker has been dedicated at the Highland Delaware River Access on Route 97, just about one mile north of Barryville. This is the first historical marker to go up in the Town of Highland since the county's bicentennial in 2009.

Spearheaded by Town of Highland Co-Historian Debra Conway, the marker was funded through a grant from the William G. Pomeroy Foundation, as part of its new national initiative to commemorate the many canals that helped shape America. In her remarks, Conway mentioned that the canal “literally fueled the industrial revolution” as many of the techniques used to construct the canal were also used on the high-rise buildings in New York City.\*

The marker, which was installed by the Town of Highland Highway Department, is the first of its kind in the category of “Historic Transportation Canals” in the United States.”

In a letter sent by the Pomeroy Foundation, Executive Director Paula Miller said, “... one of our main initiatives is to help people celebrate their community's history. ... We believe that historic markers help educate the public, encourage pride of place, and promote historic tourism, in turn economically benefiting the communities in which they are placed.”

Those attending the dedication on Wednesday, April 24 included Debra Conway, District 2 Legislator Nadia Rajs, Town of Highland Supervisor Jeff Haas, Sullivan County Historian John Conway, Sullivan County Parks and Recreation Director Brian Scardefield, and Historian and Curator of the D&H Canal Museum in High Falls Bill Merchant.

In his remarks, Sullivan County Historian John Conway said “... one of the things we discover when we begin to reconstruct our history is that virtually every significant historical or economic milestone in Sullivan County's history ... has come about because of a major breakthrough in transportation.” He referred to the placement of the marker as “the nexus of those kinds of breakthroughs,” being the location of the Delaware River, the railroad, the Upper Delaware Scenic Byway, and the D&H Canal. “... the canal was so important to the development of Sullivan County. ... the benefit was immeasurable.”

Also present at the dedication of the marker were members of The Delaware and Hudson Transportation Heritage Council (DHTHC), a partnership of public, private and not-for-profit organizations including museums, historical societies, historians and individual history buffs dedicated to the preservation of the D&H Canal and Gravity Railroad.

To that end, the organization has embarked on the project of creating five DVDs detailing the history of the canal.

Produced by DHTHC member Bill Bollinger and President Cliff Robinson, the first two chapters cover “The Gravity Railroad” and “The Delaware & Hudson Canal Co.: Its History and Legacy: Chapter Two, Honesdale to the Delaware River.” The third DVD in the series is about to be released, and will cover the locks, the people and the stories from the area of the Roebling Aqueduct to Port Jervis. Robinson says the

mission of the project is “to show what's left of the railroad and canal and to preserve the history of it ... they're meant to be an overview to get people to look into it on their own. The problem with historic resources,” he said, “is if you don't protect them, they disappear. ... Every time we lose a part of the canal - it gets filled in or whatever - it's gone for good. So, we are in very big effort to try to not lose any more.

... This is a labor of love, for many people here, it's been decades.

-----

\* “...Conway mentioned that “the canal ‘literally fueled the industrial revolution’ as many of the techniques used to construct the canal were also used on the high-rise buildings in New York City.”

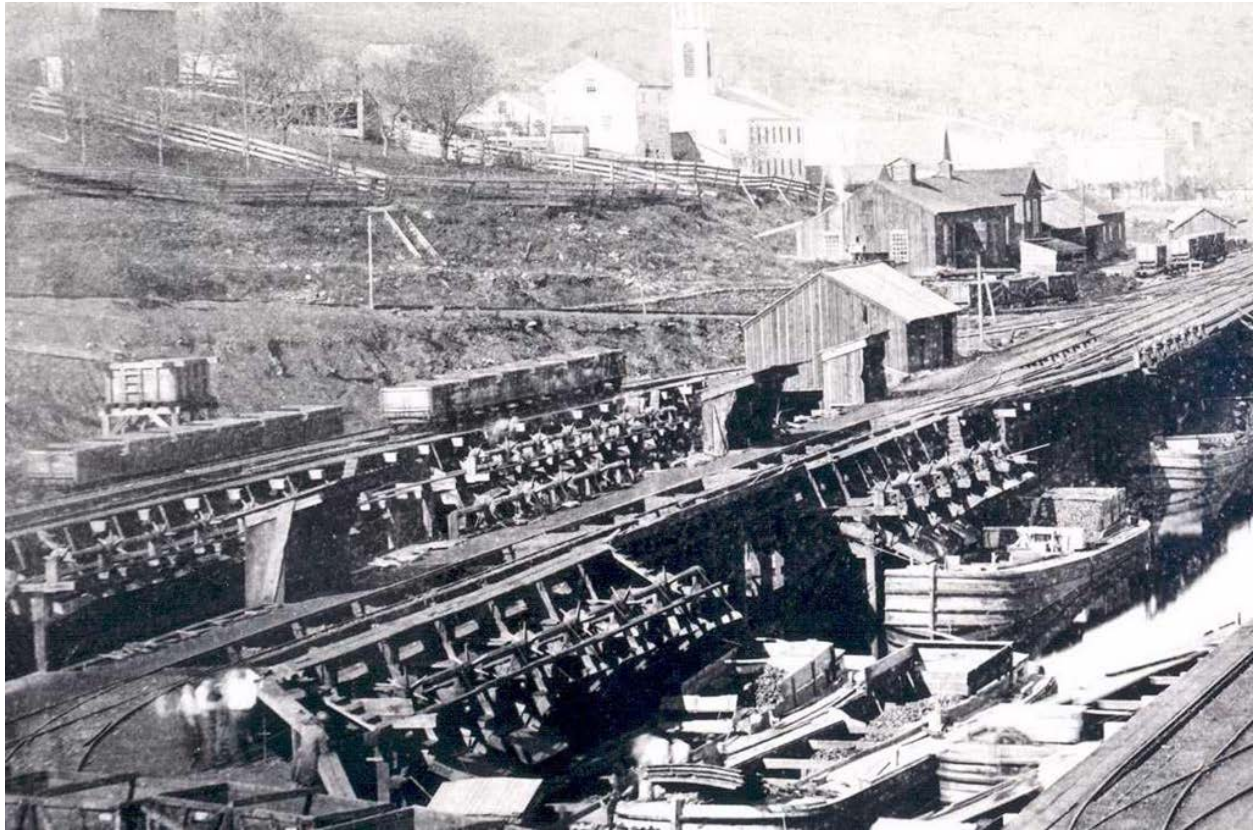
True, coal fueled the industrial revolution, but coal’s fueling the industrial revolution and the techniques used to construct the canal and later high-rise buildings in New York City are completely un-related questions.

----



**D&H CANAL MARKER:** The first historic marker in the United States produced under the William G. Pomeroy Foundation’s new Historic Transportation Canals Marker Grant Program was dedicated in the Town of Highland, NY on April 24. Town of Highland Co-Historian Debra Conway applied for the recognition and the Town Highway Department installed it at the DEC Fishing Access along the NYS Route 97 Upper Delaware Scenic Byway, one mile upriver of Barryville. Pictured after the unveiling, from the left, are Sullivan County Historian John Conway, Debra Conway of Barryville, D&H Transportation Heritage Council Vice-President Bill Merchant of High Falls, Sullivan County District 2 Legislator Nadia Rajs, and Highland Town Supervisor Jeff Haas. Under a canal boat logo, the inscription on the 18 x 32” cast aluminum sign reads, “Delaware and Hudson Canal carried coal from PA 108 miles to Kingston from 1828-1898. This section of Route 97 was built over canal bed.” The D&H Transportation Heritage Council partnership of site stewards, governmental agencies, and individuals dedicated to promoting awareness and appreciation of the Delaware & Hudson Canal, the Gravity Railroad of the Pennsylvania Coal Company, and the industries and communities they spawned, then held its quarterly meeting at the New Inn at Lackawaxen across Roebling’s Delaware Aqueduct.

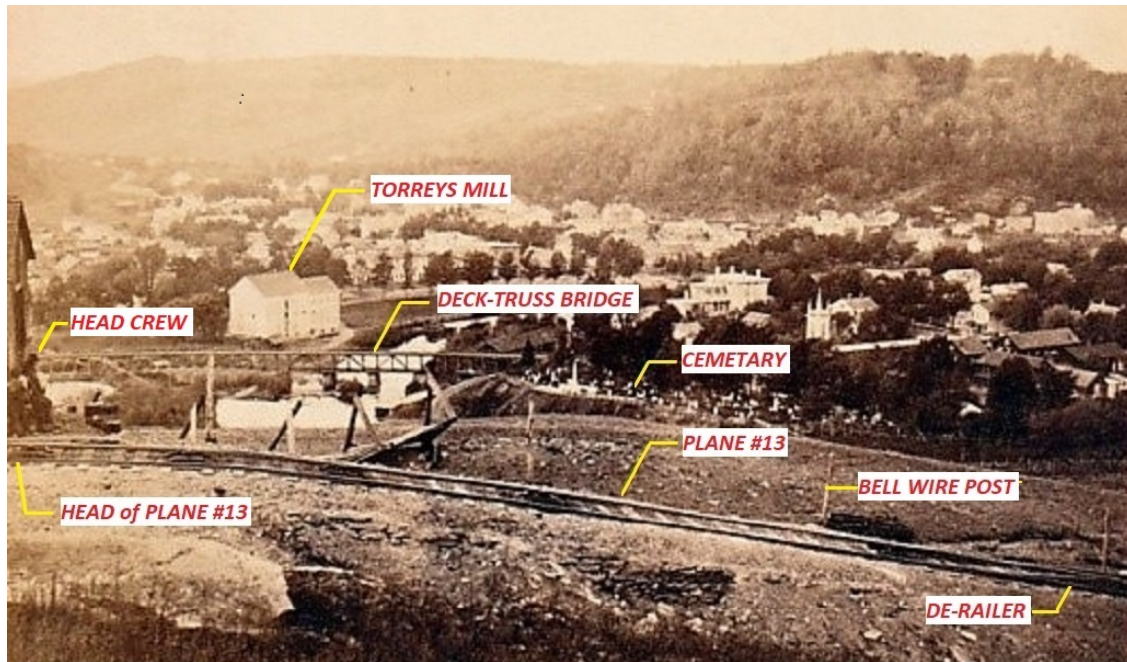
127. **Addition for Volume XXII:** Dog's Nest at Honesdale; from Stacy Gardner, May 7, 2019:



“This 1860s photo provides an excellent view of the dog nest in Honesdale. A lot to be see here, from the two major coal transfer tracks, 6 coal loading areas, old style coal wagons, the 4-wheel old style coal wagons, foot of Union Plane 12.5, and the fact that the upper boat basin is 4 boats wide (58 feet). This is only a portion of the overall photo.”



128. **Addition for Volume IV:** Plane No. 13 area; photos with identification labels by Stacy Gardner:



*View looking north/northeast from the Head of Plane #13 towards the D&H Gravity's loaded track trestled three span deck truss bridge crossing over the West Branch of the Lackawaxen River in Honesdale.*

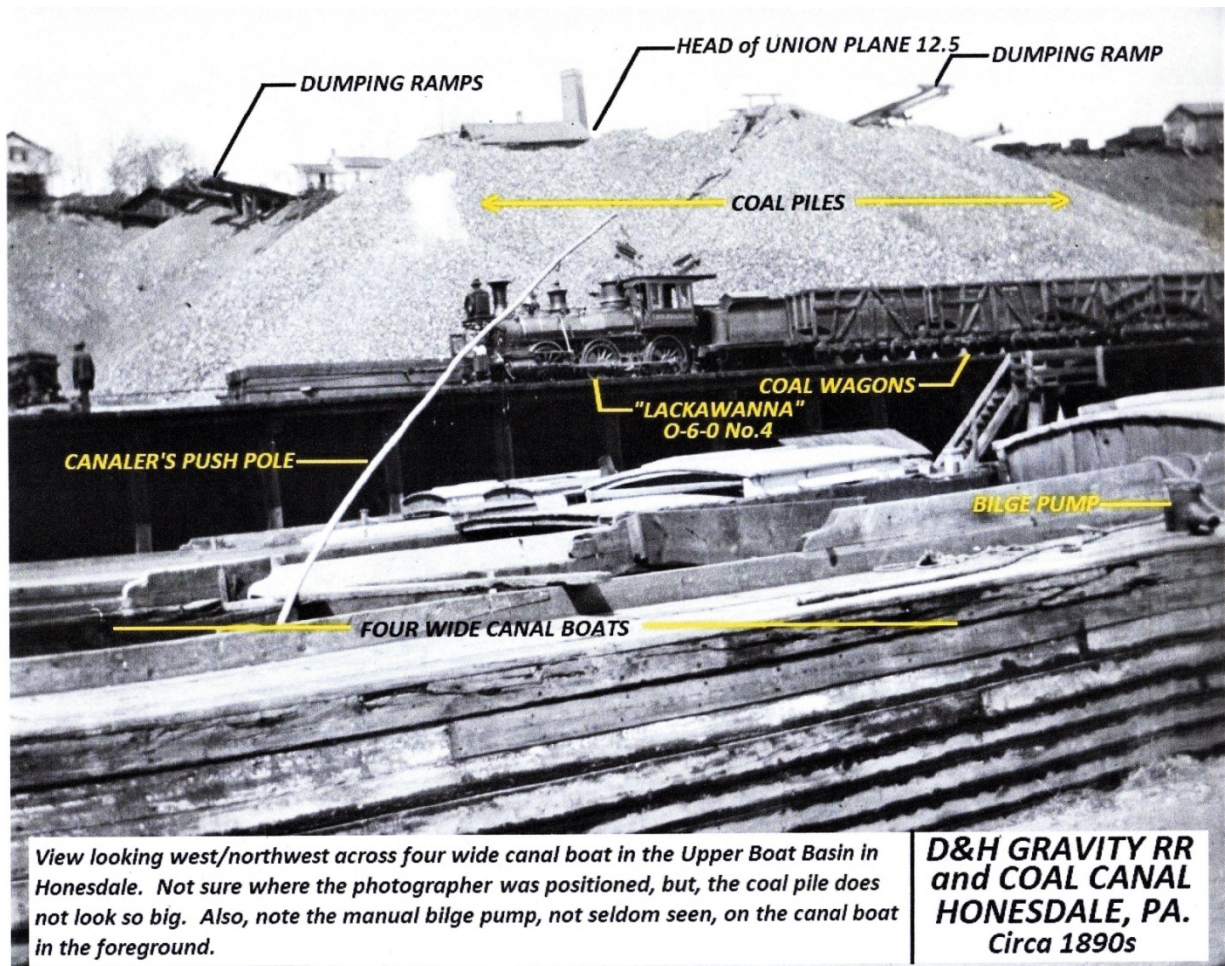
**D&H GRAVITY RR  
HONESDALE, PA.  
PLANE #13**



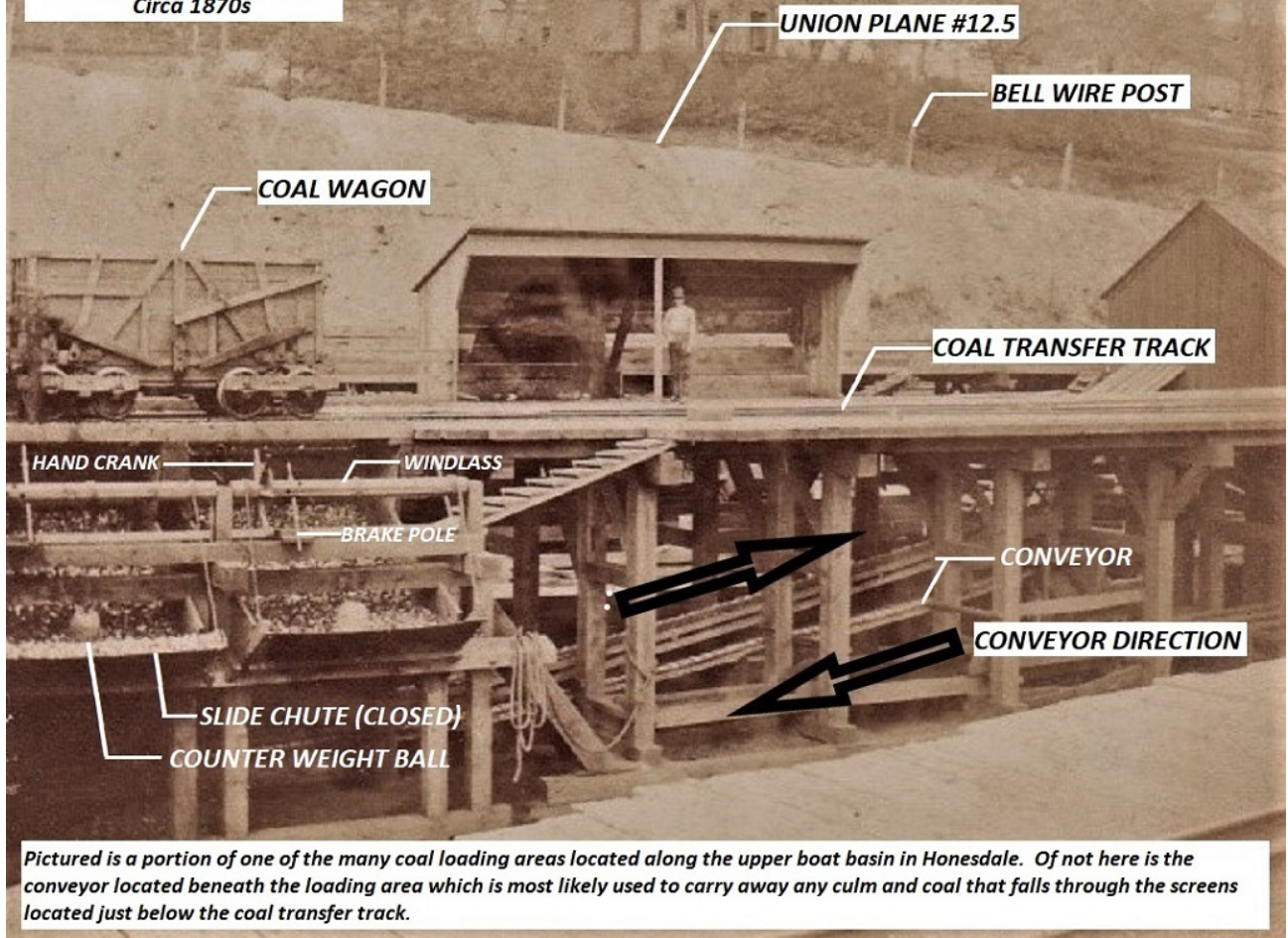
**No. 203. Lackawaxen River and Upper Honesdale, Pa.** PUB. BY L. HENSEL, HAWLEY, PA.



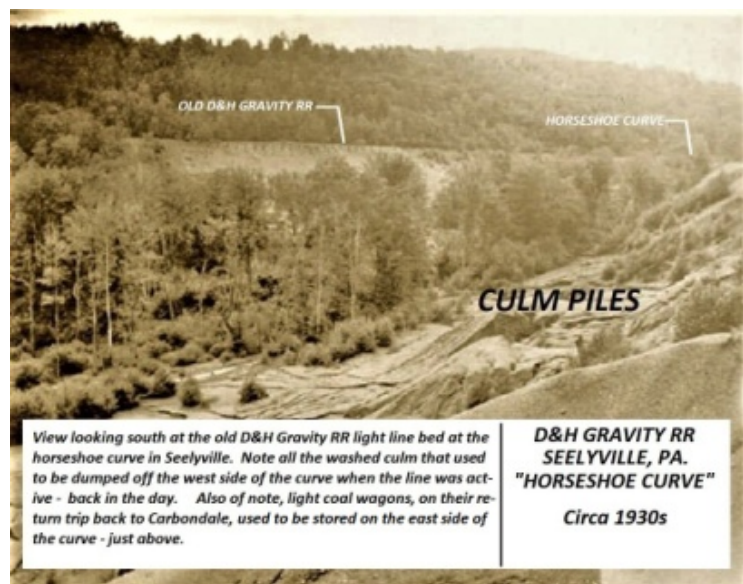
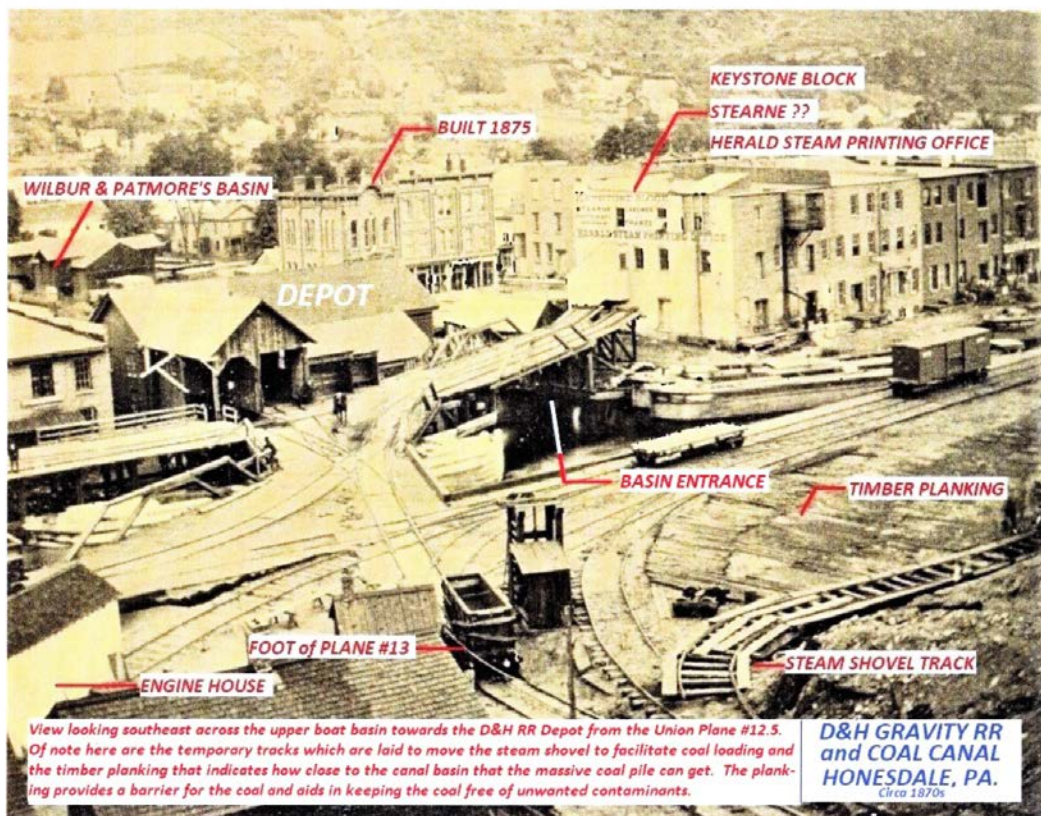
129. **Addition for Volume XXIII:** Photos (canal basin, culm, Phillipsport), with labels, from Stacy Gardner, May 17, 2019:



**D&H GRAVITY RR  
and COAL CANAL  
HONESDALE, PA.**  
*Circa 1870s*









Stacy Gardner: “Phillipsport is on the Ulster/Sullivan county line. I would assume that anyone who would have to do any work below deck on a canal boat would need some type of protection from all the bilge water, mold, dust, and whatever.”

130. **Additions for Volume XII:** S. R. Powell’s article, titled “The D&H’s Boston Express”, as published in the June 2019 issue of the *Bridge Line Historical Society Bulletin*, pp. 16-17:



## 346



p. 17:



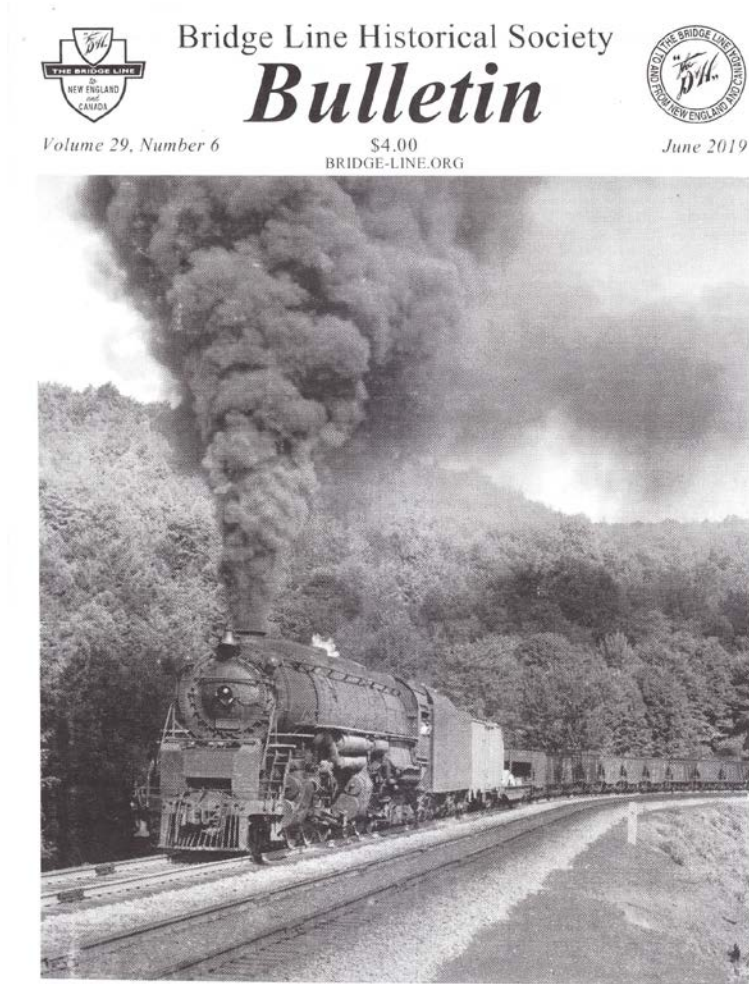
BLHS *Bulletin* – June 2019

17

*Carbondale's Seventh Avenue D&H Passenger Station.* This is the Carbondale station that opened in 1895, and served both the *Boston Express* and the *Saratoga Express*.

**131. Addition for Volume XII:** Several items from the June 2019 issue of the *BLHS Bulletin*, including three D&H engines on Pennsylvania Division tracks, a Norfolk Southern train at the south end of the Taylor Yard, and an excellent article by Howard Hontz about a difficult period in D&H history:

D&H Challenger at Starrucca (p. 1):



D&H Challenger #1534 leads D&H train RW4 at Starrucca, Pa. June 28, 1952 photo by Robert F. Collins, BLHS Archives, Jack MacDonald collection.



pp. 8, 14: Excellent summary article by Howard Hontz about a difficult period, 1976, in D&H history:



## From the Top by Howard Hontz

### The control of operations

April 1 has a special memory for me, and for the history of the Delaware and Hudson Railroad as well.

On March 31, 1976 I held the position of Vice President-Operations of the Delaware and Hudson Railroad, which was a 747-mile system that began at Wilkes-Barre, Pa. with connections with PC, CNJ & LVR; and at Binghamton, N.Y. with connections with Erie-Lackawanna and LVR extending north to a connection with CP and CN at Rouses Point; the Boston and Maine railroad at Mechanicville; and the Penn Central at Schenectady via Albany and Schenectady, N.Y.

### Negotiations

Under the United States Railway Association's Final System Plan, all of the D&H's connections except Canadian Pacific Railway, Canadian National Railroad, and Boston & Maine would be reorganized and become mostly Conrail. This meant D&H had to negotiate to extend its lines in order to retain traffic it would lose if Conrail was its only connection. There were thoughts in some quarters of closing down D&H entirely to further insure the success of Conrail. However, after extensive negotiations under the brilliant leadership of President C.B. Sterzing, D&H gained the right to extend its lines – providing it could conclude labor agreements under the Rail Act by February 11, 1976 with several railroad brotherhoods. These labor meetings

were scheduled over time, but the needed agreement was still not in place, so a final effort was made on February 10. That meeting continued right into the night of February 10, 1976.

The negotiations became argumentative as the chairmen fought each other over how to split the work, as well as secure many new benefits in wages and working conditions. The meetings were held in a motel; I was present, but kept a low profile by working through the D&H General Chairman. There was drinking and the meetings were hard to control. Management wanted the agreement, which put management in a poor

bargaining position – and the unions in a strong position – because they knew an agreement was required to save the D&H. However, if no agreement was reached and D&H no longer existed, the employees would still be protected under law, and some would continue working on the rail system that continued providing the service over D&H lines.

In fact, Conrail officials had made an effort to take over the D&H and protect all employees, which failed due to D&H management efforts to continue D&H as a separate system. The needed agreement was finally reached after a long and painful night, and we flew to Washington with it on the 11th, and made delivery just under the deadline.

### D&H nearly doubled

On April 1, 1976 the D&H was extended between Binghamton and Buffalo; Wilkes-Barre and Allentown (via an existing extension); Philadelphia, Allentown, Bethlehem and Oak Island; and Harrisburg and Washington, D.C. This was in addition to the Jefferson Junction connection to the Erie line, and between Attica and Groveland, N.Y., to connect with the Genesee & Wyoming and the Danville and Mount Morris Railroads.

Overnight, the Delaware and Hudson Railroad had grown into a much larger system, with much of its operations over trackage controlled and operated by Conrail. This was not good, since the D&H had lost all its friendly connections except at Rouses Point and Mechanicville. It

needed to secure more locomotives, equipment and money as deemed necessary by the USRA to function efficiently. To this end, about 1100 freight cars, 20 new and 44 used diesels, plus money to retire existing debt, and added money to pay for the added extensions was received. Supervision had to be selected and placed in key positions to oversee and insure the operation. The operation plan was determined ahead of time, but it required supervision to make it work. All this had to begin happening almost overnight. It was a monumental project. One more thing was needed and that was expanded control.

### Operation Control Center created

With the added miles of operation, increased number of locomotives, and the need to keep track of locomotives and their required inspections and service, using new terminals and yards, while operating over miles of railroad controlled by Conrail, an OCC was clearly needed. The Centralized Traffic Control (CTC) machines and the dispatchers had previously been moved from the Plaza building in Albany to a suitable building in Colonie Yard in 1974.

The building in Colonie had previously been used for the crew dispatchers and crew register. Now with the CTC and dispatchers there, it was logical to add the Operation Control Center close to the CTC and dispatchers.

*continued on page 14*

### Page 9:

**Top:** D&H GP39-2s 7412 and 7410 (ex-Reading 3412 - 3410), with paint patches, at Kenwood Yard, Albany, N.Y. April 22, 1990 photo by John D. Bartley, collection of Chet Apparius.

**Bottom:** Former D&H President C. Bruce Sterzing shaking an A&S conductor's hand at Mohawk Yard on September 25, 2011. The mixed power behind is on a CP/D&H southbound headed for Binghamton, but is waiting for an Amtrak train to pass. Bruce was asked by Karl Zimmerman to meet here and give Karl and Bob Mohowski a look at the changes on the D&H since CPR took over; Bruce asked me to be the guide. This conductor told Bruce he wished Bruce was still the president. Photo by Howard Hontz.



*From the Top from page 8*

At first, the function of OCC was just power control, but this soon was improved to include an officer with authority to make operating decisions. Tony Steele, a skilled draftsman from engineering, designed a schematic of the new system and drew it on the metal walls of the OCC room. Small magnetic blocks were used to show the location of each diesel, the train symbol it would power, marking time, consist, and tonnage. Colored stickers were attached to the blocks, indicating service requirements such as monthly inspection. As the train moved, the blocks were moved to indicate train location. This provided the control needed to plan the operation and use of power.

**Conveyance**

Any expansion of a railroad operation of this magnitude was bound to be troublesome, but this expansion was surprising because it went off so well. Sure, there were problems and errors, but all in all, the transition went well on the D&H. We had good people in the right places doing their jobs according to the plan.

The time and effort that was expended in forming the Final System Plan is beyond imagination. Yes, a lot of it was political – a great deal more than “a lot”. And yes, there were many flaws in the plan. The unfortunate part was the lack of adequate revenue to sustain the D&H, which led to its final end.

p. 21:



BLHS Bulletin – June 2019

21

Top: D&H engine #4096 leads a southbound through Carbondale, Pa. in June 1959. Photo by Robert K. Laporte, BLHS Archives. Bottom: A Delaware & Hudson southbound freight at Carbondale, Pa. 1958 photo by Robert K. LaPorte, BLHS Archives.



p. 33: copy of original photograph made available by Mike Bischak for use here:



“NS C44-9W #9884, SD60 #6708 & ES44AC #8043 on train 11Z, southbound at Minooka Junction (south end of Taylor Yard), Taylor, PA.; June 16, 2018 photo by Mike Bischak. The track to the extreme left is the Reading & Northern’s Scranton Branch, formerly Conrail’s Taylor Secondary, and originally DL&W’s Bloomsburg Div.”



132. **Addition for Volume XI:** Photo from Stacy Gardner, May 22, 2019 of the Forest City D&H/Erie station and a Forest City Breaker (possibly the Clinton Breaker):



133. **Addition for Volume XII:** Photos of two Erie engines: one at Honesdale and one at White Mills: both from Stacy Gardner, May 22, 2019:



Photo from Stacy Gardner, May 22, 2019.

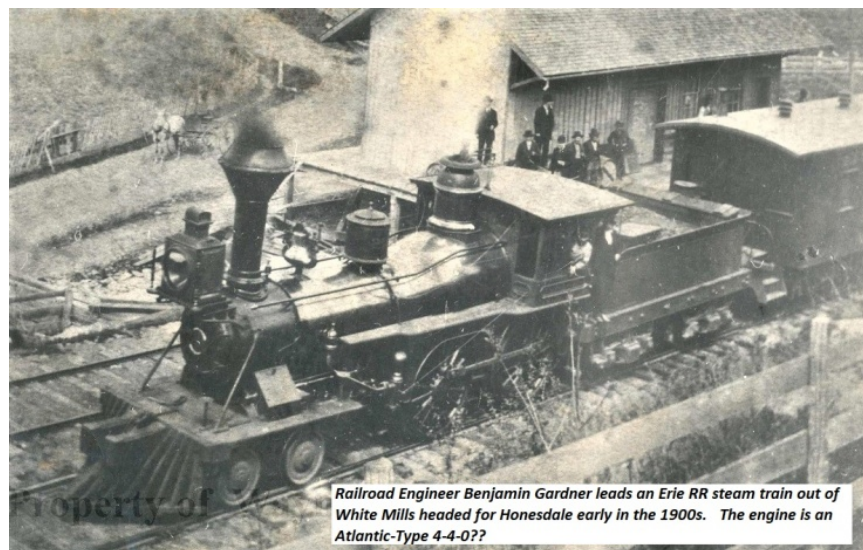


Photo from Stacy Gardner, May 22, 2019.

134. **Addition for Volume XII:** Three photos (D&H Caboose at Oneonta; D&H insurance; cone-cleaned scatter tag) from Stacy Gardner, May 24, 2019:



Photograph, 1948; Caboose lettered: "D & H, C Co/A & S RR". (Delaware and Hudson Canal Company/ Albany & Susquehanna). Men identified from left to right are "Rex Gardner" "JNO Gaghan", "Donahue." Also on reverse "Oneonta NY/65 Anniv BRT/Sept 23 1948." (Brotherhood of Trainmen) "In this caboose, on display in Oneonta, the Brotherhood of RR trainmen was founded in 1883."

I. C. C. ITEM NO. 51-D, OPTIONAL

**THE DELAWARE AND HUDSON RAILROAD CORPORATION** FORM 3440 SPECIAL

**GROUP INSURANCE PAYROLL DEDUCTION NOTICE**

Shaffer, Donald L. ALBANY, N. Y. APRIL 10 19 36  
 DIVISION Penn.  
 OCCUPATION Carpenter Helper  
 DEPT. B&B NO. 513

Receipt is hereby acknowledged of payroll deduction authorization, executed by above named employee, covering premiums on insurance shown below:

KIND OF INSURANCE	AMOUNT	PREMIUM
Free	500	XXXX
1-A, Life	500	72
1-B, Additional Life	400	32
2, Health		1.26
3-A, Accident		21
3-B, Accidental Death and Dismemberment	1400	28
<b>TOTAL DEDUCTION</b>		<b>2.86</b>

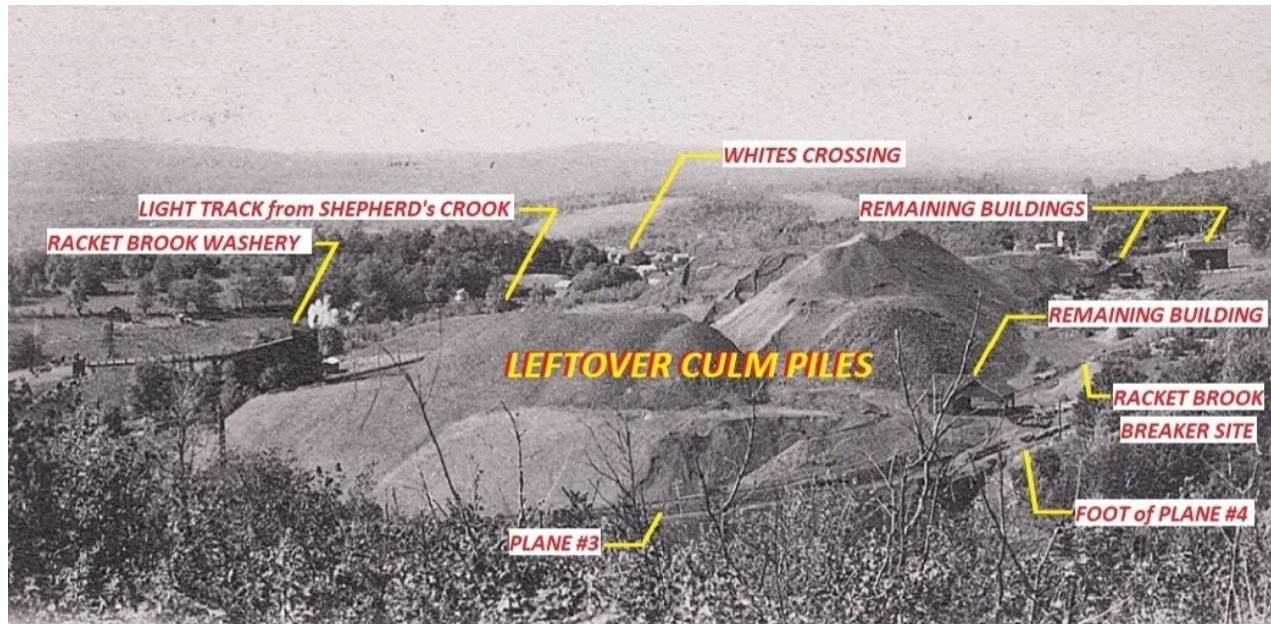
Current premium will be deducted from second period payroll each month. Premiums deferred due to absence, account of furlough, sickness, etc. will be deducted from the first period payroll at the rate of one premium per month until paid.  
 EXCEPTION: When deferred premiums do not aggregate an amount in excess of one dollar (\$1.00), deduction will cover whole amount.

THE DELAWARE AND HUDSON RAILROAD CORPORATION  
 By P. L. DANFORTH, Auditor of Disbursements





135. **Addition for Volume XVIII:** Racket Brook Washery, from Stacy Gardner, March 25, 2019:



Looking northwest across the massive culm piles leftover from the Racket Brook Breaker, the old Racket Brook Breaker site (on the right side of the photo), and the new and active Racket Brook Washery (on the left side of the photo). The washery was constructed in 1898/1899 to extract the many tons of coal that remained in the massive culm piles from the Racket Brook Breaker. The D&H Canal Company had thoughts of screening the culm piles as early as 1887.

**D&H GRAVITY RR  
CARBONDALE, PA.  
"RACKET BROOK WASHERY"  
Circa 1900**

136. **Addition for Volume XXIII:** S. Robert Powell's article titled "D&H Baseball: An Introduction:

### *D&H Baseball: An Introduction*

By S. Robert Powell, Ph.D.

Baseball fields and baseball teams were everywhere in the anthracite coal fields in the nineteenth and twentieth centuries. In Carbondale, at the north end of the D&H Yard there was a very large park that was used for baseball games and circuses in the 1870s. It was there, "on the baseball grounds, above the depot" (the D&H Dundaff Street station) that the Great Roman Hippodrome, Circus and Menagerie pitched its tent, which covered three acres with canvas and had seats therein for 8,000 people, when it came to town in June 1877.

On that same site, "on the flats" at the north end of the D&H yard, in 1894, the Carbondale Traction Company established Anthracite Park. Therein, a wide range of sporting events and activities took place: baseball games, bicycle races, dancing, field sports, horse races (trotting and pacing), variety shows, running team races to road wagons, vaudeville performances, wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, and circuses (one with "a ballet direct from the Grand Opera House in Paris").\*

In late May, 1899, it was announced, to the great surprise of the community, that Anthracite Park would close, and that the D&H would again assume possession of the site, to be used to store coal. The closing of Anthracite Park did not, to be sure, put a damper on the local enthusiasm for baseball. Other venues for the game were quickly found.

Near the light track of the Gravity Railroad, back of "Welsh Hill" (the South Main Street area in present-day Carbondale) there was a baseball field where games were held regularly. In the *Carbondale Leader* of September 5, 1874, p. 3, we read: "Every pleasant Sunday scores of large and small boys betake themselves to a field near the light track of the gravity road, back of Welsh Hill, and engage in playing ball." The sport was popular not only with railroad workers but also with workers in the anthracite breakers, where baseball games were frequently played by breaker boys during their lunch time.

Not surprisingly, there was a Gravity Railroad baseball team. In the *Carbondale Leader* of July 24, 1885, we read: "The flags along the gravity are at half-mast [U. S. Grant died on July 23, 1885]. / The gravity boys have a base-ball club. James Bryden is captain and Frank Shannon secretary. They want to play the Carbondale club some time." (*Carbondale Leader*, July 24, 1885, p. 1)

There was also a D&H Motive Power Shop Baseball team in Carbondale. Shown here are two photographs of that team: one with the team standing in front of D&H No. 1600 on the turntable in the Carbondale Roundhouse in 1921. Seen in this photograph are: left to right: Jimmy Carden, Tom Boylan, Johnnie Leo, Mallica Mannion, Reuben Molinaro, unknown, Maurice Blocksidge (Painter foreman), Lena McGowan (secretary), Scanky Leo, Jimmy Tyson, Joe Beahan, Phil Farber, Jimmy Farrell, Pat Sharkey; and one with the team lined up in the conventional standing/seated arrangement.

The D&H Athletic Association also had a baseball team, called the Generals. A brief article with a photograph of the team is given in *The Delaware and Hudson Company Bulletin*, June 1, 1927, p. 168.

From that article we learn that the team was formed in 1921, with their first games in 1922. In 1926, they won 27 games and lost 12. Their sixth consecutive season opened on April 24, 1927. In that game, on Sunday, April 24, they met and suffered a 1-0 defeat at the hands of the local team playing in the New York-Pennsylvania league circuit.

In that photo, in the front row, left to right, are Evers, shortstop; Miller, left field; Sandy, 3<sup>rd</sup> base; Stevens, catcher; Marterer, 2<sup>nd</sup> base; and Phelps, center field. Standing, left to right, are Grady, catcher; Hogan, pitcher; Dollard, pitcher; Schermerhorn (captain and manager), 1<sup>st</sup> base; Rosback, pitcher; and Hickey, center field.

On August 15, 1925, the first annual D&H Field Day of Pennsylvania Division employees was held at Lake Lodore Amusement Park on the Honesdale Branch of the D&H between Carbondale and Honesdale. Extensive coverage of this D&H field day on Saturday, August 15, 1925 is presented in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14.

Two featured events at that field day were baseball games: one between the married men and the single men at 11:30 A.M., and one between the Pennsylvania Division and the Albany Generals at 3 P.M. (with a 13 to 11 victory for the Albany Generals)

Here are some very interesting facts about this D&H field day in 1925, the idea for which was conceived by J. J. Brennan, master mechanic on the Pennsylvania Division, and a few of his close associates: between six and seven thousand people attended (employees, families, and friends); men from every branch of the service from the entire division--mechanical, transportation, maintenance of way, coal storage, and accounting departments were represented; thousands of people arrived at Lake Lodore by train, and thousands arrived in automobiles (there were more than a thousand automobiles in the parking lot at one point); sporting events, in addition to the two baseball games, included a 100-yard relay race, a potato race, amateur boxing, a baseball throwing contest, a cracker-eating contest, an egg race, a first aid contest, boxing matches, running broad jump, sack race, 100-yard dash, three-legged race, fat man's race, tug of war, swimming and boat races, and shot put; also boating, swimming, dancing, and midway (with day and night attractions); music was by Bates and Niesen's Orchestra.

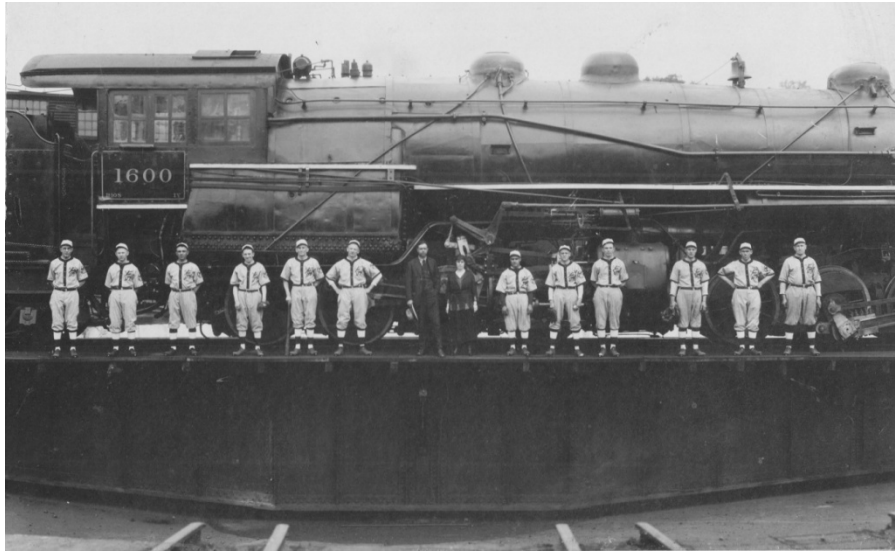
Surely, a lot more remains to be said about D&H baseball. The material presented here should be regarded as an introduction to the topic.

\* P. T. Barnum came to Carbondale on no less than three occasions in the nineteenth century: on October 17, 1851: P. T. Barnum's Asiatic Caravan, Museum & Menagerie performed in Carbondale; on Friday, May 1, 1874, P. T. Barnum "Great Traveling World's Fair and Universal Exposition" presented morning, afternoon, and evening exhibitions at Carbondale; on Wednesday, May 13, 1885, P. T. Barnum's Circus again performed in Carbondale.

\* \* \* \* \*



Photos with captions for the baseball article.



*D. & H. Motive Power Shop Baseball Team, 1921. Shown here, standing in front of D&H No. 1600 on the turntable in the Carbondale D&H Roundhouse. Photograph in the holdings of the Carbondale Historical Society.*



*D&H Motive Power Shop baseball team, Carbondale, PA, 1921. Photo very probably taken on the same day as the photo of the team standing by the side of D&H No. 1600. Photograph in the holdings of the Carbondale Historical Society.*



*D&H Baseball Team, No. 19.* Name of player not yet known. This post card is in the collection of the Carbondale Historical Society.



*The Delaware and Hudson Generals.* Photograph given in *The Delaware and Hudson Company Bulletin*, June 1, 1927, p. 168.

Here is the S. R. Powell D&H baseball article, as published in the July 2019 issue of the *Bridge Line Historical Society Bulletin*. Remarkably, a baseball player, and not a D&H engine, is on the front cover of the *Bulletin*--which was a courageous and wonderful decision on the part of Jim Bachorz.



Volume 29, Number 7

# Bridge Line Historical Society *Bulletin*

\$4.00  
BRIDGE-LINE.ORG



July 2019





On the cover: Probably our most unusual cover photo for this publication was provided by **Dr. S. Robert Powell**, of an unidentified D&H team baseball player. The player is shown on a postcard in the Carbondale Historical Society collection, and because #19 made it to a postcard, I suspect he went on to make a name for himself in professional baseball. It's a studio photo, with a background mural probably used for weddings; but because he is wearing his spikes – probably much to the horror of the photographer – he is standing on a second rug, placed on top of the rug normally used for studio portraits. See Dr. Powell's story in this issue.



→

## For the Record D&H Baseball: An Introduction by S. Robert Powell, Ph.D.

Baseball fields and baseball teams were everywhere in the anthracite coal fields in the nineteenth and twentieth centuries. In Carbondale, Pennsylvania, at the north end of the D&H Yard, there was a very large park that was used for baseball games and circuses in the 1870s. It was there, "on the baseball grounds, above the depot" (the D&H Dundaff Street station) that the Great Roman Hippodrome, Circus and Menagerie pitched its tent, which covered three acres with canvas and had seats therein for 8,000 people, when it came to town in June 1877.

On that same site, "on the flats" at the north end of the D&H yard, in 1894, the Carbondale Traction Company established Anthracite Park. Therein, a wide range of sporting events and activities took place: baseball games, bicycle races, dancing, field sports, horse races (trotting and pacing), variety shows, running team races to road wagons, vaudeville performances, wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, and circuses (one with "a ballet direct from the Grand Opera House in Paris"). \*

In late May, 1899, it was announced, to the great surprise of the community, that Anthracite Park would close, and that the D&H would again assume possession of the site, to be used to store coal. The closing of Anthracite Park did not, to be sure, put a damper on the local enthusiasm for baseball. Other venues for the game were quickly found.

Near the light track of the Gravity Railroad, back of "Welsh Hill" (the South Main Street area in present-day Carbondale), there was a baseball field where games were held regularly. In the *Carbondale Leader* of September 5, 1874, page 3, we read: "Every pleasant Sunday, scores of large and small boys be-take themselves to a field near the light track of the gravity road, back of Welsh Hill, and engage in playing ball". The sport was popular not only with railroad workers but also with workers in the anthracite breakers, where baseball games were frequently played by breaker boys

during their lunch time.

Not surprisingly, there was a Gravity Railroad baseball team. In the *Carbondale Leader* of July 24, 1885, we read: "The flags along the gravity are at half-mast [U. S. Grant died on July 23, 1885]. / The gravity boys have a baseball club. James Bryden is captain and Frank Shannon secretary. They want to play the Carbondale club some time". (*Carbondale Leader*, July 24, 1885, page 1).

There was also a D&H Motive Power Shop Baseball team in Carbondale. Shown on the opposite page are two photographs of that team: one with the team standing in front of D&H #1600 on the turntable in the Carbondale Roundhouse in 1921. Seen in this photograph are: left to right: Jimmy Carden, Tom Boylan, Johnnie Leo, Mallica Mannion, Reuben Molinaro, unknown, Maurice Blocksidge (Painter foreman), Lena McGowan (secretary), Scanky Leo, Jimmy Tyson, Joe Beahan, Phil Farber, Jimmy Farrell, Pat Sharkey; and one with the team lined up in the conventional standing/seated arrangement.

The D&H Athletic Association also had a baseball team, called the Generals. A brief article with a photograph of the team is given in *The Delaware and Hudson Company Bulletin*, June 1, 1927, page 168. From that article we learn that the team was formed in 1921, with their first games in 1922. In 1926, they won 27 games and lost 12. Their sixth consecutive season opened on April 24, 1927. In that game, on Sunday, April 24, they met and suffered a 1-0 defeat at the hands of the local team playing in the New York-Pennsylvania league circuit. In that photo, in the front row, left to right, are Evers, shortstop; Miller, left field; Sandy, 3rd base; Stevens, catcher; Marterer, 2nd base; and Phelps, center field. Standing, left to right, are Grady, catcher; Hogan, pitcher; Dollard, pitcher; Schermerhorn (captain and manager), 1st base; Rosback, pitcher; and Hickey, center field.

On August 15, 1925, the first annual D&H Field Day of Pennsylvania Division

employees was held at Lake Lodore Amusement Park on the Honesdale Branch of the D&H between Carbondale and Honesdale. Extensive coverage of this D&H field day on Saturday, August 15, 1925 is presented in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14. Two featured events at that field day were baseball games: one between the married men and the single men at 11:30 A.M., and one between the Pennsylvania Division and the Albany Generals at 3 P.M. (with a 13 to 11 victory for the Albany Generals).

Here are some very interesting facts about this D&H field day in 1925, the idea for which was conceived by J.J. Brennan, master mechanic on the Pennsylvania Division, and a few of his close associates:

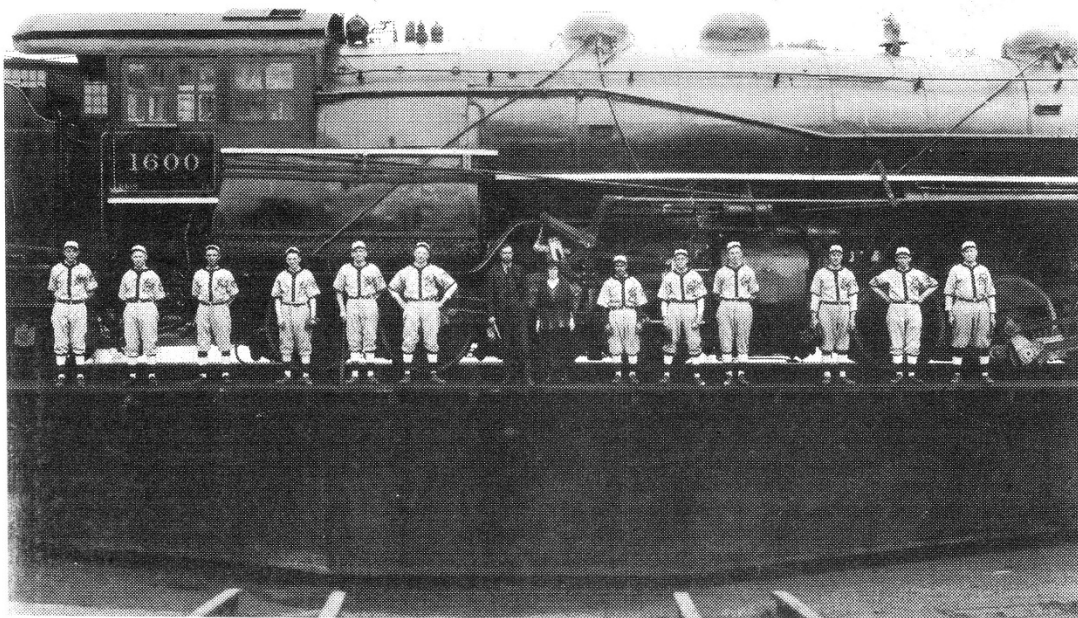
- Between six and seven thousand people attended (employees, families, and friends).
- Men from every branch of the service from the entire division – mechanical, transportation, maintenance of way, coal storage, and accounting departments – were represented.
- Thousands of people arrived at Lake Lodore by train, and thousands arrived in automobiles (there were more than a thousand automobiles in the parking lot at one point).

*continued on page 19*

### Page 17:

**Top:** The Delaware & Hudson Motive Power Shop Baseball Team for 1921. Shown standing in front of D&H Mallet 0-8-8-0 #1600 on the turntable in the Carbondale D&H Roundhouse. Photograph in the holdings of the Carbondale Historical Society. See Dr. S. Robert Powell's story in this issue.

**Bottom:** Another D&H baseball team from 1921, with different players and manager from those above. The lady (perhaps a secretary) is the only one in both photos, but her dress differs. Photograph in the holdings of the Carbondale Historical Society.





*D&H Baseball from page 16*

- Sporting events, in addition to the two baseball games, included a 100-yard relay race, a potato race, amateur boxing, a baseball throwing contest, a cracker-eating contest, an egg race, a first aid contest, boxing matches, running broad jump, sack race, 100-yard dash, three-legged race, fat man's race, tug of war, swimming and boat races, and shotput.
- There was also boating, swimming, dancing, and a midway (with day and night attractions); music was by Bates and Niesen's Orchestra.

Surely, a lot more remains to be said about D&H baseball. The material presented here should be regarded as an introduction to the topic.

\* P.T. Barnum came to Carbondale on no less than three occasions in the nineteenth century: on October 17, 1851, P. T. Barnum's Asiatic Caravan, Museum & Menagerie performed in Carbondale; on Friday, May 1, 1874, P.T. Barnum's "Great Traveling World's Fair and Universal Exposition" presented morning, afternoon and evening exhibitions at Carbondale; on Wednesday, May 13, 1885, P.T. Barnum's Circus again performed in Carbondale.

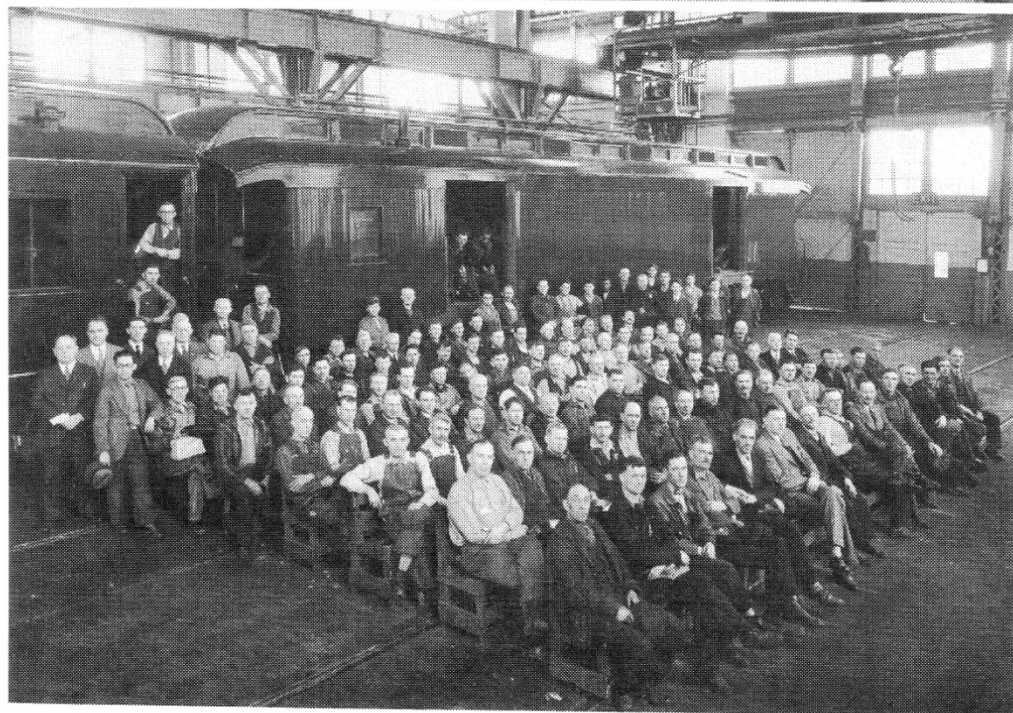
*Note: The New York - Pennsylvania League mentioned above is still in operation; it is now a Class A Short Season League, affiliated with Minor League Baseball (MiLB). Scranton now hosts a team in the AAA-level American Association of MiLB; the team's name is the Scranton RailRiders. ... JB*

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

*Page 25:*

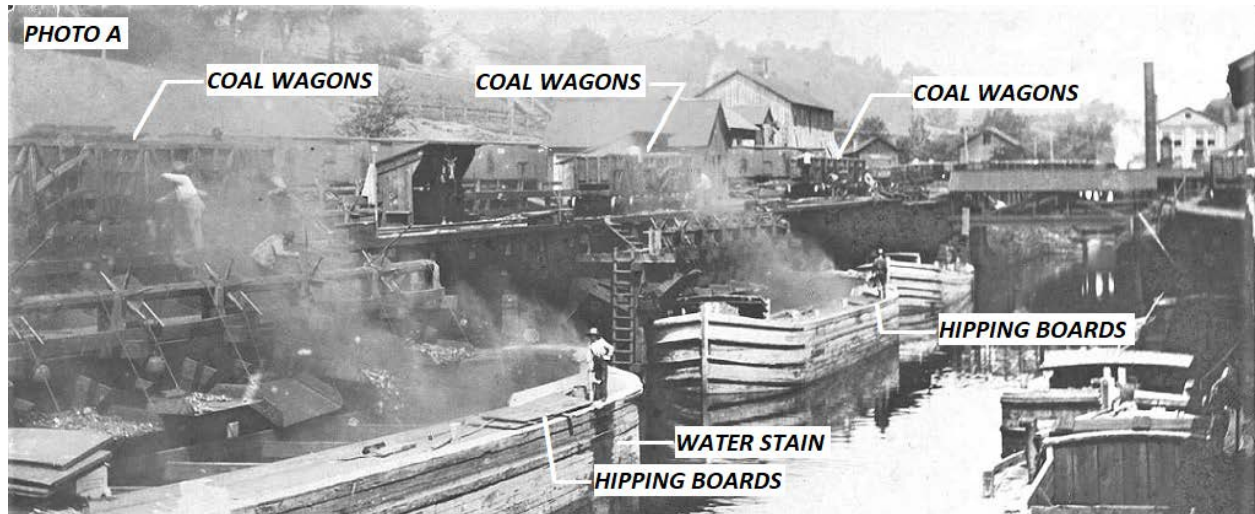
**Top:** The Delaware and Hudson Co. Generals baseball team. Photograph from the Delaware and Hudson Company **Bulletin**, June 1, 1927, p. 168. Provided by **Dr. S. Robert Powell**; see his story about D&H teams in this month's issue.

**Bottom:** Another D&H team, but of a different type: From the retirement ceremony of D&H Colonie Coach Shop woodworker William (Bill) Lytle on December 1, 1930. Mr. Lytle was the uncle of member **Warren W. Martin**; see the story in this issue. Mr. Lytle appears to be the gentleman second from right, third row. For a photo of Mr. Lytle, see page 45.





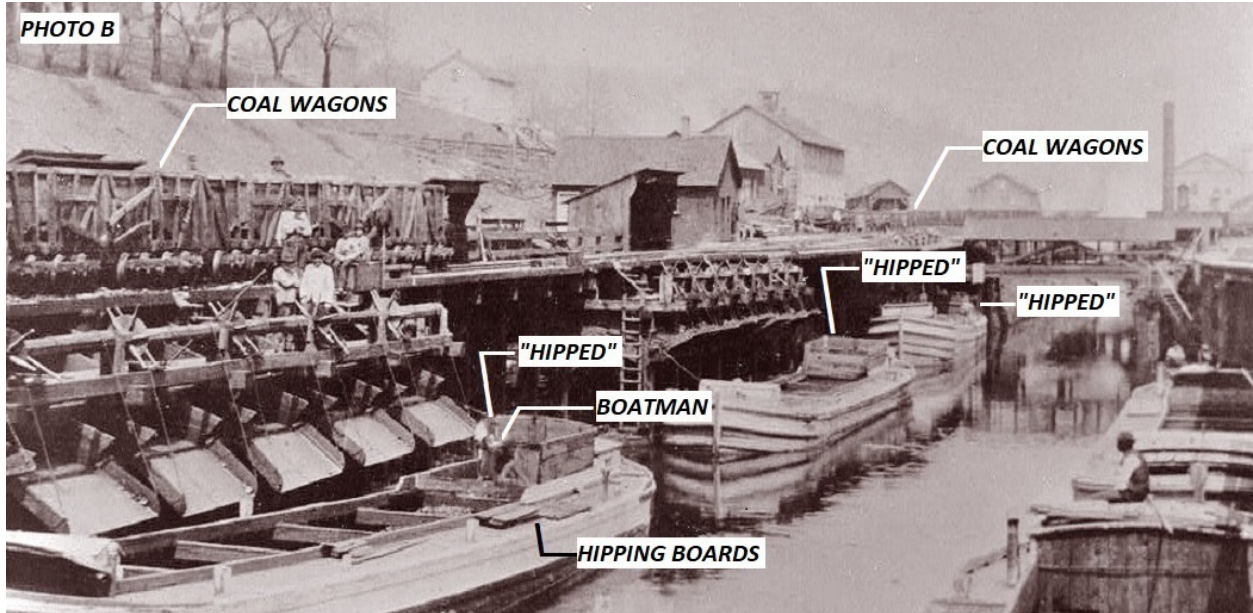
137. Addition for Volume XXIII: D&H Canal Basin, from Stacy Gardner, May 29, 2019:



***D&H GRAVITY RR and COAL CANAL - HONESDALE, PA.***

*Pictured is a northwest view of the canal's Upper Boat Basin showing three canal boats being loaded with anthracite coal from the mines in the Lackawanna Valley. Note the three work crews atop the coal transfer track, just above the boats, and the three separate trips of coal wagons involved in the loading. Also, note all the coal dust that the work crews and boat owners have to deal with each time that the coal is being transloaded. A close look at the rear of the boat in the foreground we can see that the boatman is using the manual bilge pump to empty excess water out of the boat's hold as witnessed by the water stain on the side of the boat. It should be noted that before a canal boat could enter the weight lock at Eddyville, New York it had to have less than six inches?? of water in it's hold. To facilitate loading the boat's aft hold the hipping boards have been removed.*

*Circa 1885*

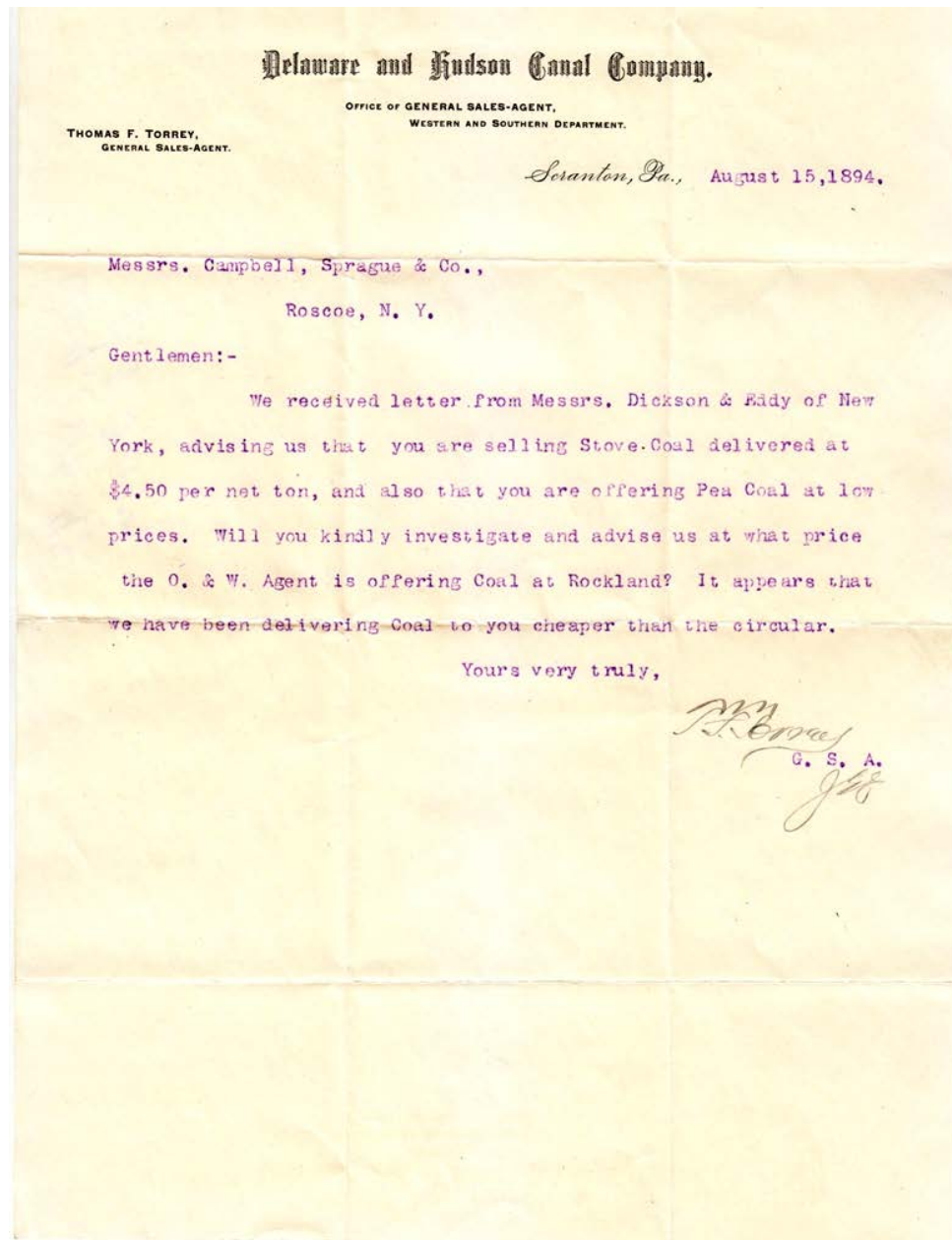


### ***D&H GRAVITY RR and COAL CANAL - HONESDALE, PA.***

*Pictured is a later view of the canal's Upper Boat Basin showing the three canal boats seen earlier in the day being loaded by three trips of coal wagons. Those trips are now coupled together and ready to be moved so that more trips, seen off in the distance, can be brought in to finish the loading operation - all three of the canal boats are "HIPPED" which increases their load capacity. That part of the boats, as well as, some of the holds have yet to be fully loaded - also note that the hipping boards, removed for loading, have been completely installed on the center boat and partially installed on the other two.*

*Circa 1885*

138. Addition for Volume XVII: D&H letter, dated August 15, 1894, donated to Carbondale Historical Society by Larry Rine, June 1, 2019:





The letter given above, as it was folded and filed by the D&H:

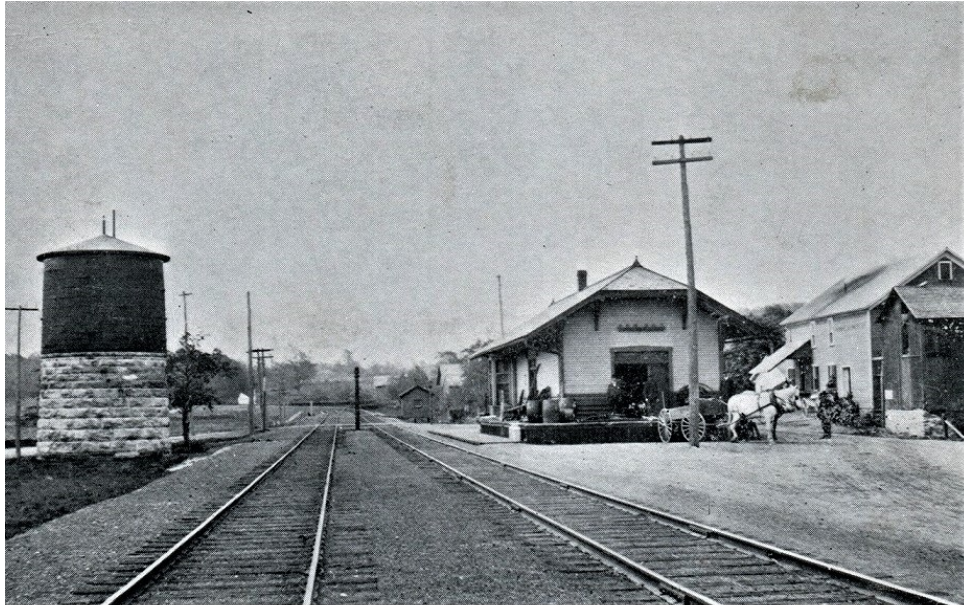


Note from Larry Rine <[larry.rine@yahoo.com](mailto:larry.rine@yahoo.com), June 3, 2019:

“...I came across a book that may have some good information for my research. Are you familiar with “Early Stationary Steam Engines in America: A Study in the Migration of a Technology” by Carroll Purcell? I’m going to see if I can get a copy at the local or college libraries.”

139. **Addition for Volume XX:** Two post card views of the Waymart steam line station and area; from Stacy Gardner, June 6, 2019:

View looking in  
the direction of  
South Canaan.

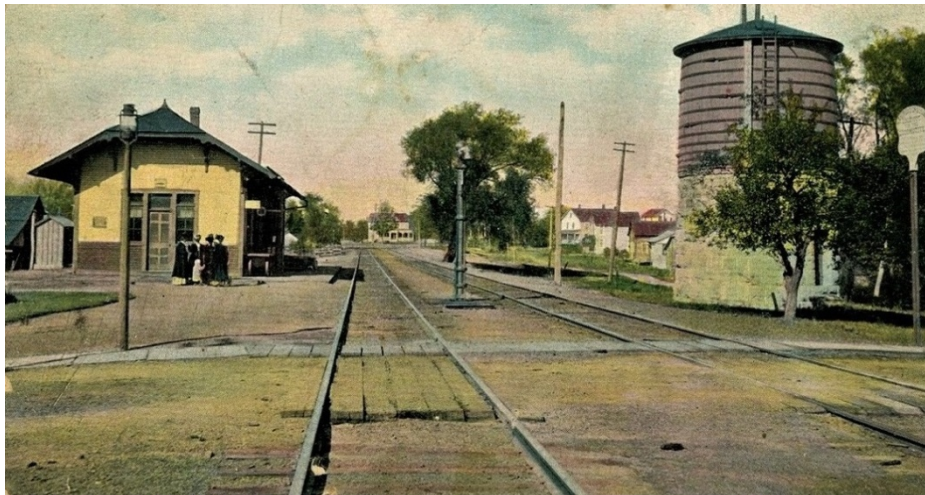


*View looking south at a L. Hensel photograph of the D&H Railroad Depot in Waymart. This north end view shows the freight handling side of the depot. Note the team of horses and the cargo wagon backed into the loading/unloading platform.*

**D&H RAILROAD  
WAYMART, PA.  
"D&H RR DEPOT"**

*Circa 1907*

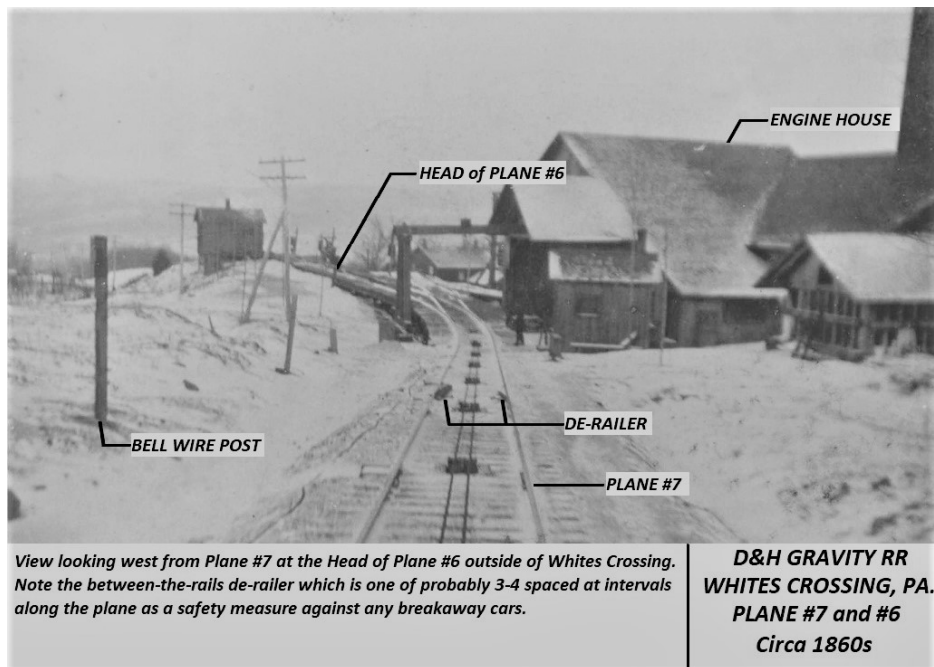
View looking  
towards  
Honesdale.



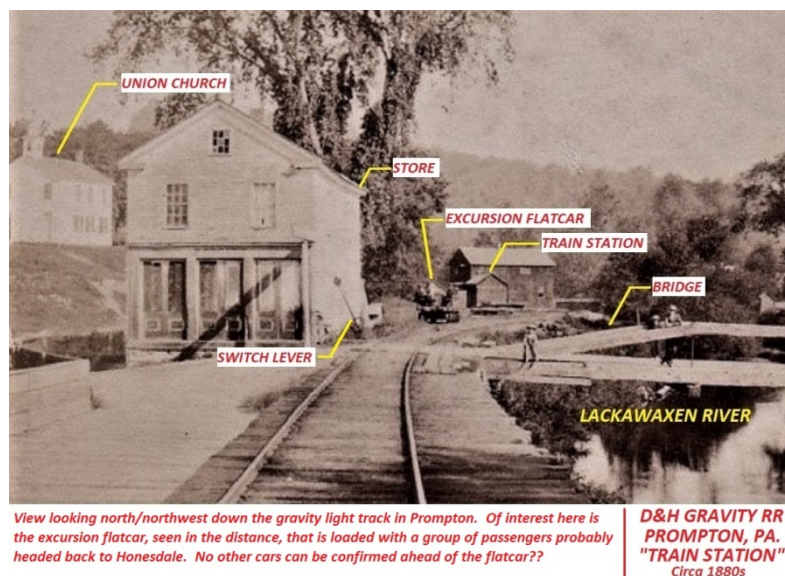
*View looking north at the D&H Railroad Depot in Waymart.*

**D&H RAILROAD  
WAYMART, PA.  
D&H RR DEPOT  
Circa 1907**

140. **Addition for Volume III:** Plane No. 6, photo with identification labels by Stacy Gardner, June 6, 2019. See SRP's D&H Volume III, pp. 95-102.



141. **Addition for Volume IV:** Excursion flat car at Prompton Plane No. 15 in Gravity era. Photo from Stacy Gardner, June 6, 2019:





142. **Addition for Volume XII:** D&H Timetables and Manual of Excursion Rates in the collection of Larry Rine, West Lebanon, NH. These materials were borrowed from Larry Rine by the author on Saturday, June 1, 2019, at the Bridge Line Historical Society spring luncheon at Oneonta, NY. Shown below are the cover pages of these seven items. The complete text of all of these materials can be read/borrowed on-line at *Internet Archive.com* (go there and search for *Delaware and Hudson Railroad*).

JUNE, 1874.

Delaware & Hudson Canal & Railroad Co.

ALBANY & SUSQUEHANNA DEPT.

---

POCKET

TIME TABLE

OF

Passenger Trains.

ISSUED MONTHLY.

---

FOR THE BEST AND CHEAPEST

Pianos, Organs and other Musical Goods

GO TO HIDLEY'S MUSIC STORE,

552 BROADWAY, ALBANY, N. Y.

Opposite the Office of the American Express Co.

THE ARGUS COMPANY, PRINTERS, ALBANY, N. Y.

**PAPER HANGINGS & WINDOW SHADES.**  
**An Entirely New Stock**  
AT LOWER PRICES THAN CAN BE FOUND ELSEWHERE.  
**Call and See for Yourselves!**  
CHAS. S. McENTEE, cor. GREEN & BEAVER STS.

---

**W. M. WHITNEY & CO.**  
IMPORTERS AND JOBBERS OF  
**Dry Goods, Carpets and Upholstery,**  
**41 & 43 NORTH PEARL ST.,**  
**ALBANY, N. Y.**

---

**CRAFT, WILSON & CO.**  
**ONE-PRICE CLOTHIERS,**  
**490 & 492 BROADWAY,**  
(COR. OF MAIDEN LANE.)  
**MANUFACTURE ALL THEIR GOODS!**  
**KEEP THE LARGEST STOCK!**  
**WILL NOT BE UNDERSOLD!**

---

**B. L. RHEIN, D. D. S.**  
**DENTAL PARLORS,**  
**No. 40 NORTH PEARL STREET,**  
*(Opposite Whitney's N. Y. Store.)* **ALBANY, N. Y.**  
Special attention paid to the preservation of the Natural Teeth.  
All work warranted as represented.

PAGE'S Paris Pattern Perfect Fitting Shirts,

Made to Measure at 464 Broadway, Albany.



*"The D. & H."*

FOR REDUCED RATES  
Maps, Time-Tables,  
And Correct Information, Call on  
Sam. T. Fisk, Agt.  
Pass Sup. Office, Street,  
CLEVELAND, OHIO.

MANUAL OF  
EXCURSION RATES

—AND—

SUMMER HOTELS AND BOARDING HOUSES.

SEASON OF 1886.



The Adirondack Mountains, Saratoga, Lake  
George, Lake Champlain, Ausable Chasm,  
Sharon Springs, Howes Cave,  
Cooperstown, The Gravity  
R. R., Etc., Etc.

ON THE LINE OF THE DELAWARE & HUDSON CANAL CO.'S RAILROADS.

"THE FAVORITE TOURIST ROUTE,"

ISSUED BY THE PASSENGER DEPARTMENT DELAWARE & HUDSON  
CANAL CO., ALBANY, N. Y.



12th 1893  
"The D & H."



**JULY 1, 1893.**

TIME TABLES IN EFFECT JUNE 25th.

*Showing the Times at which Trains may be expected to arrive at and depart from the several Stations, but their arrival or departure at the times stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom.*

---

This Time Table is official, and is issued by authority of the company for distribution over the line of its road, and is the only local table issued for general circulation.

H. G. YOUNG,

2d Vice-President,

J. W. BURDICK,

Gen. Pass'r Agent.

ALBANY, N. Y.



# *"The D. & H."*



**JULY 20<sup>TH</sup>, 1896.**

*Showing the Times at which Trains may be expected to arrive at and depart from the several Stations, but their arrival or departure at the times stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom.*

**This Time Table is official, and is issued by authority of the company for distribution over the line of its road, and is the only local table issued for general circulation.**

**H. G. YOUNG,**

2d Vice-President,

**J. W. BURDICK,**

Gen. Pass'r Agent.

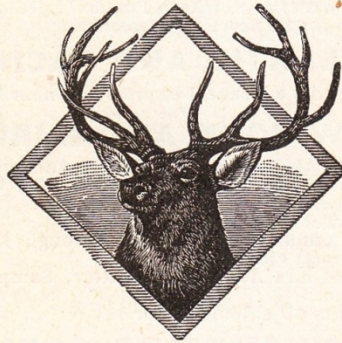
**ALBANY, N. Y.**

**D. & H. Ticket Office and Bureau of Information, 21 Cortlandt St., New York.**

**E. H. FOSTER & CO., PUBLISHERS, COHOES, N. Y.**

7-16-96-10 M.

“The D. & H.”



## OFFICIAL TIME TABLES

— IN EFFECT —

**AUGUST 10<sup>TH</sup>, 1898.**

*Showing the Times at which Trains may be expected to arrive at and depart from the several Stations, but their arrival or departure at the times stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom.*

Light-faced figures denote A. M. time. Dark-faced figures denote P. M. time.

H. G. YOUNG, 2d Vice-President, J. W. BURDICK, Gen Pass'r Ag't,  
ALBANY, N. Y.

D. & H. Ticket Office and Bureau of Information, 21 Cortlandt St., New York.

A Dining Car will be attached to Train No. 101, from Whitehall to Rouses Point, Train No. 102, from Plattsburgh to Whitehall, Train No. 8, Rouses Point to Plattsburgh, daily except Sundays.



JUNE 24TH, 1900.

THE NEW YORK & MONTREAL AIR LINE

DELAWARE AND~  
HUDSON~  
R-R~



SARATOGA~  
LAKE GEORGE~  
LAKE CHAMPLAIN~  
HOTEL CHAMPLAIN~  
ADIRONDACKS~  
AUSABLE CHASM~  
SHARON SPRINGS~

THE SHORTEST~  
~QUICKEST and  
BEST LINE between  
NEW YORK and~  
MONTREAL::

THE FAVORITE  
TOURIST  
ROUTE.

H. G. YOUNG,  
Second Vice-Pres't, Albany, N. Y.

J. W. BURDICK,  
General Passenger Agent, Albany, N. Y.

VAN BENTHUYSEN PRINTING HOUSE, ALBANY.



JUNE 23<sup>d</sup>, 1901.

# THE NEW YORK & MONTREAL AIR LINE

## DELAWARE AND~ HUDSON~ R-R~



SARATOGA~  
LAKE GEORGE~  
LAKE CHAMPLAIN~  
HOTEL CHAMPLAIN~  
ADIRONDACKS~  
AUSABLE CHASM~  
SHARON SPRINGS~  
THE SHORTEST~  
~QUICKEST and  
BEST LINE between  
NEW YORK and~  
MONTREAL::

### THE FAVORITE TOURIST ROUTE.

H. G. YOUNG,

Second Vice-Pres't, Albany, N. Y.

J. W. BURDICK,

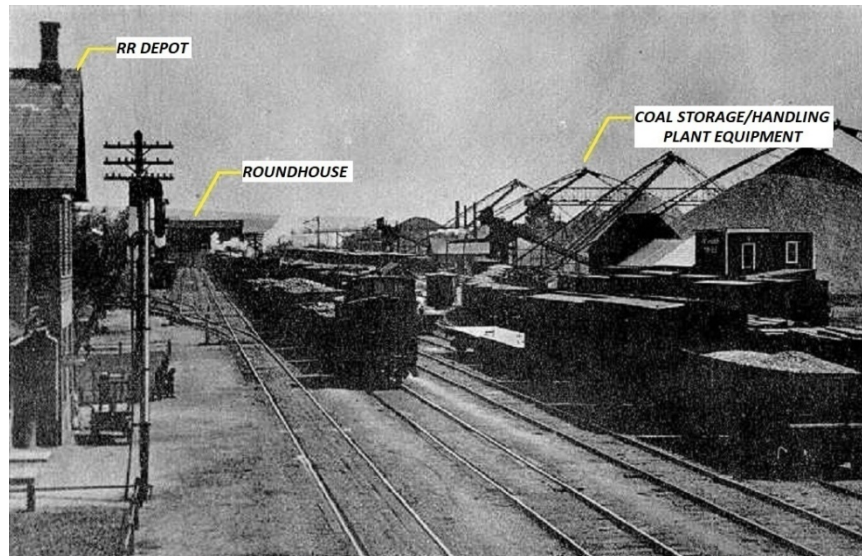
General Passenger Agent, Albany, N. Y.

THESE TABLES SHOW the time trains should arrive at and depart from the several stations and connect with other trains: but their departure, arrival or connection at time stated is not guaranteed.

THE TIME OF CONNECTING lines is published for the information of passengers, and every care is taken to keep it correct, but this Company does not hold itself responsible for any errors or omissions therein.

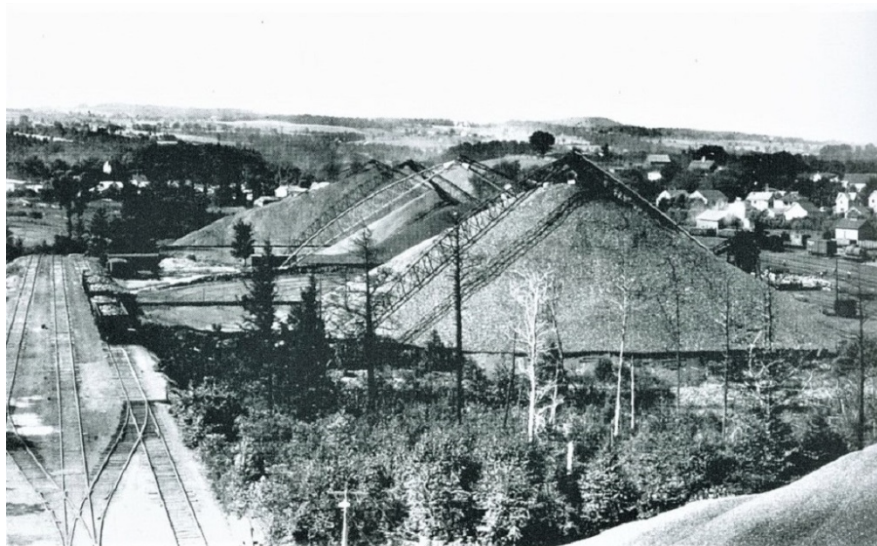
VAN BENTHUYSEN PRINTING HOUSE, ALBANY.

143. Addition for Volume XII: Delanson, NY from Stacy Gardner, June 12, 2019:



*View looking east/northeast towards the back of the yard on this side of the coal plant - not seen is the portion of the yard on the other side of the coal plant. Typically the locomotives housed at this facility are used to assist trains headed towards Richmondville Hill which is located southwest of Delanson. The coal plant located here was, for many years, considered the largest in the world. Also, we might point out that the coal handling and transfer equipment see here is similar to that seen at the D&H Canal Island Dock in Rondout and the Bridgeport Coal Storage Facility in Pa. in the 1920s.*

**D&H RAILROAD  
DELANSON, N.Y.  
"RAILROAD YARD"**  
Circa 1900s



*View looking west at the coal plant and storage piles in Delanson - the main part of the rail yard is partially seen off to the right of the coal piles.*

**D&H RAILROAD  
DELANSON, N.Y.  
"COAL PLANT"**  
Circa 1900s



144. **Addition for Volume XII:** Oneonta Yard, colorized post card view posted on Facebook on June 13, 2019 by Dave Sue Ploutz:



145. **Addition for Volume XXIII:** A “hostler” on the railroad; from Stacy Gardner, May 17, 2019:



*A Hostler (a workman who services locomotives between runs and moves them around an engine terminal) is seen here filling up a locomotive tender with water at the Maxon Engine Service Terminal. The locomotive is a K-Class 4-8-4 No. 310.*

**D&H RAILROAD  
SCHENECTADY, N.Y.**  
"MAXON ENGINE SERVICE TERMINAL"  
LATE 1940s/EARLY 1950s



146. **Addition for Volume V:** D&H No. 142 at the Switchback at Panther Bluffs; photo with identification labels from Stacy Gardner, June 20, 2019:



*Looking north along the tail end of the Switchback, vic. Panthers Bluff, at D&H engine No.142 (C-1j Class 2-6-0) on the Farview side of the line. Note that the engine and it's tender are rigged for running in either direction - as seen here with a headlamp and cow-catcher on the rear of the tender.*

**D&H RAILROAD  
SIMPSON, PA.**  
Circa 1900

Stacy: “Robert, Not sure if anyone has mentioned this before or not--142 is rigged to run in either direction. No turning on the Switchback.”

Robert: “You're an amazing detective. I've looked at this photo many times, but I guess I never "really looked" at what is there. Thanks for opening my eyes, once again. SRP”

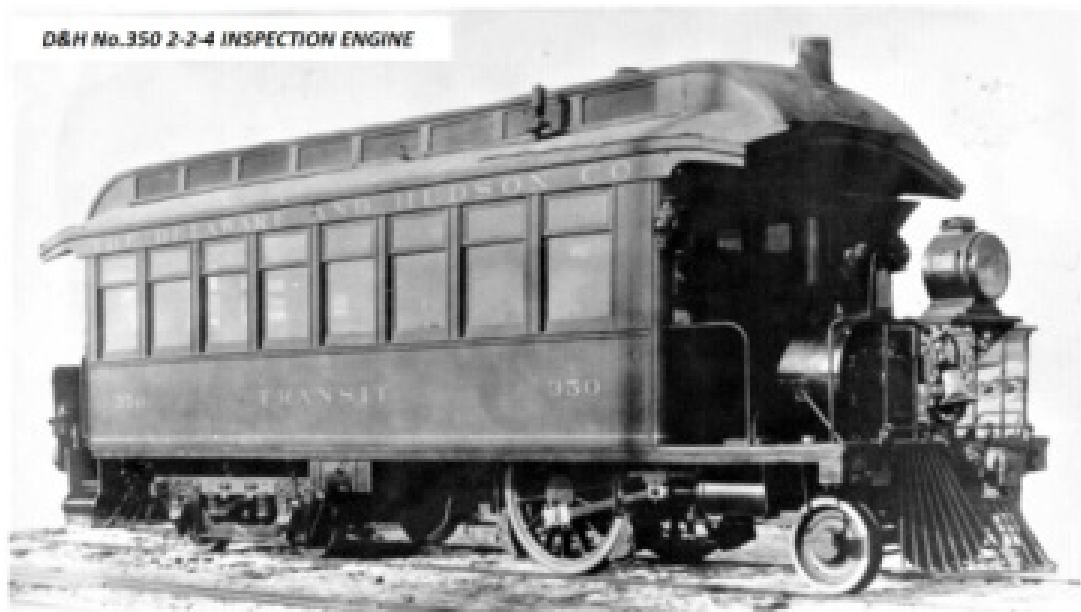
147. **Addition for Volume XVI:** Rail car for yard work, inspections, etc., from Stacy Gardner, June 21, 2019

“ROBERT, HERE'S THE ANSWER - APPARENTLY THERE WERE A LOT OF SIMILAR TYPES OF THIS ACROSS THE RR SPECTRUM USED FOR YARD WORK, INSPECTIONS, ETC.”



*Pictured is an unidentified D&H specialty rail car sandwiched between two locomotive tenders in Colonie. The car has what appears to be a regular truck on it's left side, open spoked wheels on the right along with a pair of smaller cast wheels. Atop the car is what appears to be a smoke stack.*

**D&H RAILROAD  
COLONIE, N.Y.  
1929**



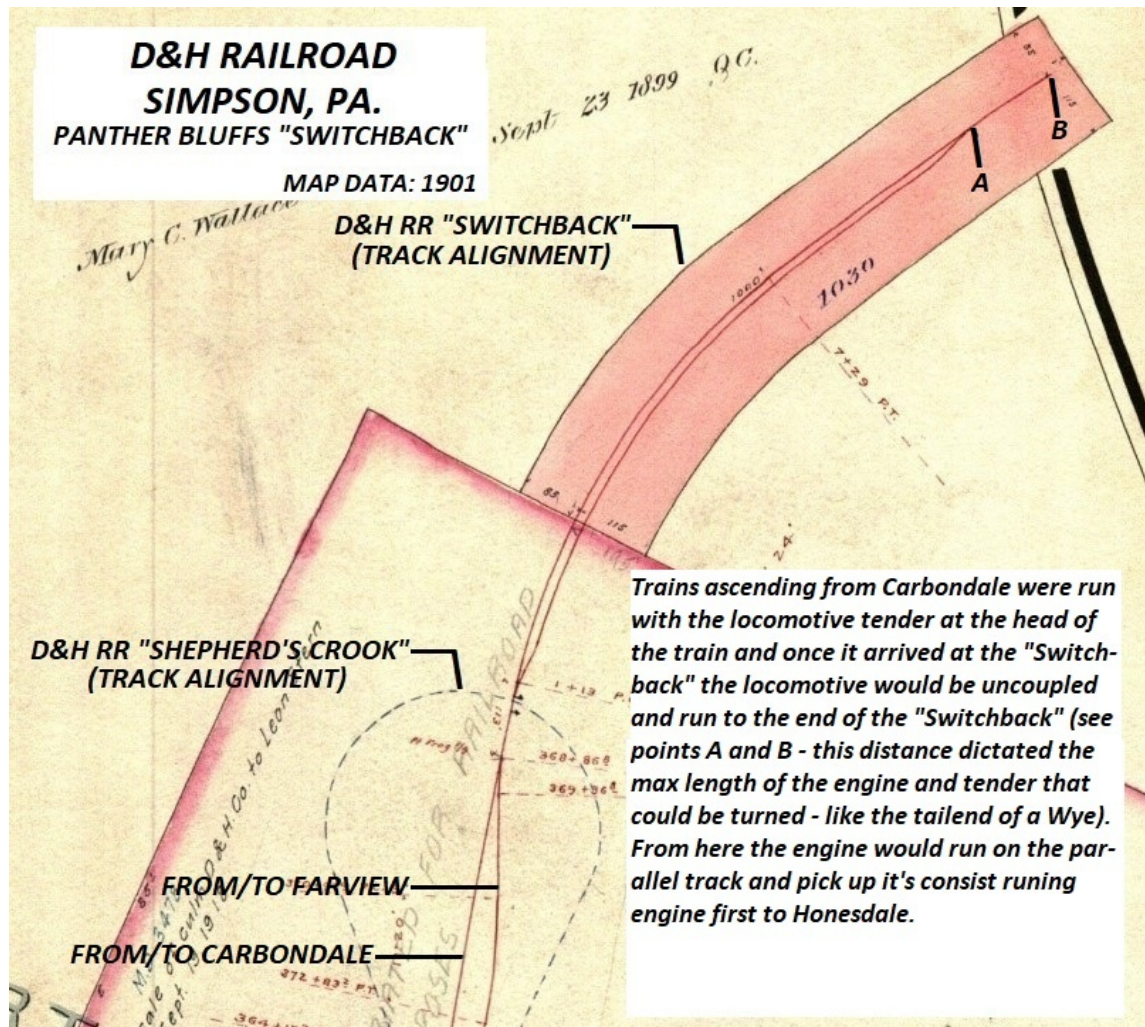
TRAINWEB. - DARREN HADLEY

148. **Addition for Volume XIV:** Many photos of the Carbondale Gravity Shops exist. Shown here is an excellent photo of the Gravity Shops, taken by a professional photographer, that we have never seen. This photo was offered for sale on E-Bay on June 21, 2019.





149. **Addition for Volume XX:** The Switchback at Shepherd's Crook (detail from the Honesdale Branch map volume); photo with identification labels by Stacy Gardner, June 24, 2019:



150. **Addition for Volume XXIII:** Lock No. 1 on the D&H Canal: Photograph posted on Facebook, June 24, 2019:



*Lock No. 1, the “Tidewater Lock”*: “This is the entrance of the canal from the tidal waters of the Rondout Creek, which flows into the Hudson River. Downstream from Lock No. 1, the canal boats were towed by steam tug to Island Dock, Port Ewen, and beyond.”

In 1930, the complete text of Philip Hone’s address on the occasion of the groundbreaking for the D&H Canal on July 13, 1825, was published in a 4-part article, titled “Construction of the Delaware and Hudson Canal”, in four issues of *The Delaware and Hudson Railroad Bulletin*: (1) July 15, 1930 (pp. 219-20); (2) August 1, 1930 (pp. 229-30, 238); (3) August 15, 1930 (pp. 245-46, 252); and (4) September 1, 1930 (pp. 267-268).

The last article in that four-part series (September 1, 1930, pp. 267-68)] contains much interesting data about the canal and about the tidewater lock. Here is Part 4 of Coughtry’s article:



"Two other celebrations followed [the ground breaking on July 13, 1825], the first on September 2, 1826, when the keystone was placed in the aqueduct across the Rondout at High Falls, and the other on November 25, 1826, when a perfect Ashlar was laid in the wall of the tidewater lock at Eddyville, marking the completion of the canal between the Hudson and Delaware rivers, both of which were laid with Masonic ceremony and were followed by banquets. / At the latter celebration the participants boarded the *Morning Star* at Kingston which proceeded up the Rondout to Eddyville where she entered the tidewater lock to the roar of cannon. As the water was let in the lock she rose majestically beneath an arch of evergreens to the level of the canal amid the cheers of the spectators. Here President Bolton, Chief Engineer Jervis, and a party of ladies and gentlemen embarked. A tow-line was attached to the boat and two horses 'gorgeously caparisoned' drew her rapidly out of the lock. Followed by two scows the *Morning Star* proceeded up the canal through the first and second levels and thence up the Rondout to the 'Stone House,' at the mouth of the Greenkill, where the party landed. Here a procession formed and marched down the tow path to the tidewater lock where the ashlar, properly inscribed, was set in place. / After the ceremony the party re-embarked on the *Morning Star* and the scows, which had returned to receive them, and again set out on the canal. As the boats passed up the canal and the Rondout, exhibiting to the wondering spectators a novel and interesting mode of transportation, many kept pace with the craft seizing the tow lines to relieve the horses and affording every facility to their continued progress. / The voyage terminated at the third and fourth locks. Returning to the Stone House the party disembarked and were served with 'an elegant cold collation.' At the close of the repast many toasts were drunk, after which the party again boarded the boats and returned to Kingston. / The canal from Hudson to the Delaware was filled with water shortly after this celebration and again in the spring of 1827 for the purpose of saturating the banks and allowing them to settle. / The first recorded navigation was an experimental trip of the *Neversink* from the summit level to tidewater at Eddyville, a distance of forty miles, where she arrived on the morning of July 27, 1827, 'without having encountered a single accident, or being detained a single moment by obstructions on the route.' Her passage through the stone aqueduct at High Falls was witnessed by Hon. Nathan Sanford, of the United States Senate, and President Bolton who 'were highly gratified with a short passage on the canal.' / The first recorded commercial transit was a raft containing 20,000 feet of white pine boards from Warwarsing, which arrived at Kingston September 15, 1827. The first report of 'Canal Commerce,' furnished by the collector at Eddyville, announced the clearance into the canal from October 25 to 30, of 6 boats and the arrival, from October 26 to 30, of 8 boats, 3 from Rosendale, and one each from Warwarsing, Beattysburg, Ellenville, Marbleton and Waagendall. Their cargoes consisted chiefly of cord wood, lumber, staves, and leather. / The dates of completion of the canal from the Delaware River to Honesdale do not appear of record. As soon as water could be maintained on a section it was let in and the canal used for haulage of materials, scows being used. Water was let in the Delaware section at the Mongaup feeder in August, 1828, and from the Delaware river about the middle of September. On the Lackawaxen section water was let in at Brinks, at the Narrows, and at Honesdale early in September and the remaining feeders were opened on October 9. In a letter to the Senate and Assembly, dated



October 10, 1828, Philip Hone advised them that the canal had been completed, that it would be ready for navigation on the whole line in the course of the ensuing week, and requested the appointment of committees to accompany, with the managers of the company, the first boats loaded with coal that would pass through the canal. This invitation was not accepted, the rules under which both branches of the legislature then operated failing to permit such participation. / The completed canal was formally opened on October 16, 1828, when the Orange Packet, with a party of Managers, left Rondout for Honesdale. The Managers upon their arrival were given a public reception by the citizens. This packet and the canal boats accompanying it were the first to navigate the canal for its entire length. / The canal when completed was one hundred and eight miles long, thirty-two to thirty-six feet wide at the water line, twenty feet wide at the bottom, and the minimum depth of water was four feet, affording capacity for boats carrying cargoes of not more than thirty tons. It was carried across the Rondout on a stone aqueduct supported by two arches, across the Neversink and smaller streams by wooden trunks on stone piers and abutments and across the Delaware by means of a dam and slack water and it was spanned by one hundred and thirty-seven bridges. From tidewater the canal ascended for thirty-five miles; then its course was level for slightly more than sixteen miles. It then descended fifty-eight feet and rose again thirty feet, all in Orange County, and re-entering Sullivan County ascended steadily for the remainder of the distance in New York. After entering Pennsylvania it ascended continuously to Honesdale, where its altitude was nine hundred and seventy-two and one-half feet. These ascents and descents were accomplished by means of one hundred and ten locks having lifts ranging from eight to twelve feet, the average being ten feet. These locks were seventy-six feet long and nine feet wide. / An account of the passage of the first cargoes of anthracite through the canal and of the operations of that artificial waterway up to its abandonment at the close of the season of navigation in 1898 was published in the *Bulletin* of December 15, 1928. / Although but a vestige of this once great artificial waterway remains it will long be remembered as one of the greatest pioneering enterprises of our country.” [end of Part IV]

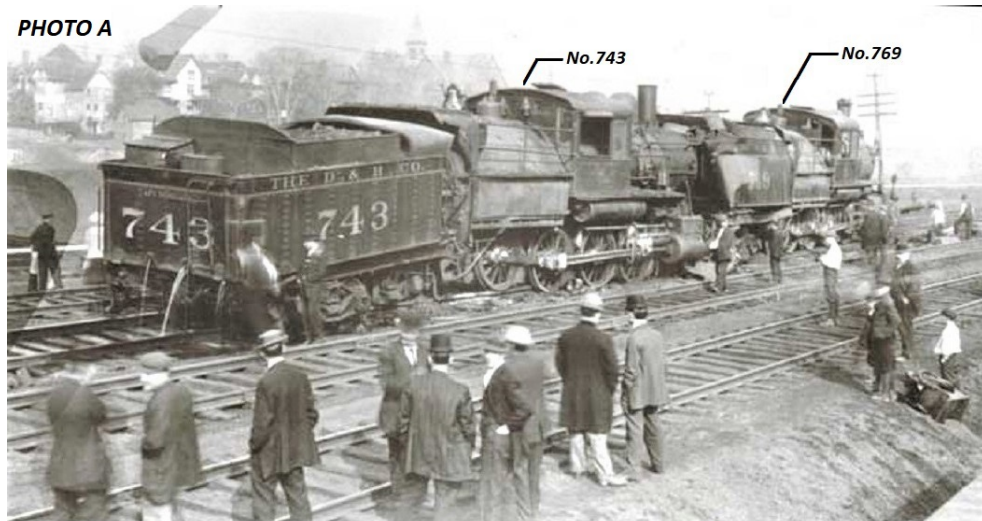
151. **Addition for Volume XXIII:** Chase Elevator for unloading D&H Canal boats at Rondout; posted on the D&H Canal Musueum, High Falls, Facebook page, June 26, 2019



Caption by D&H Canal Museum, High Falls, NY: "Chester Hartwell 1890s. The Chase elevator was featured in an 1890 Scientific American cover story on Island Dock and the Company's innovative coal handling technology. And it is a lot like 1890s photos in our Collection taken by paymaster Louis Hoysradt. He was an amateur photographer. Some of the prints are signed by him, like the one in our Museum with his Colt pistol."

152. **Addition for Volume X:** Train wreck in 1911 in Jermyn, PA; from Stacy Gardner, July 1, 2019:

**PHOTO A**



Shown is the wreck and derailment of two D&H Camelback 2-8-0 locomotives, No. 743 and No. 769, in Jermyn.

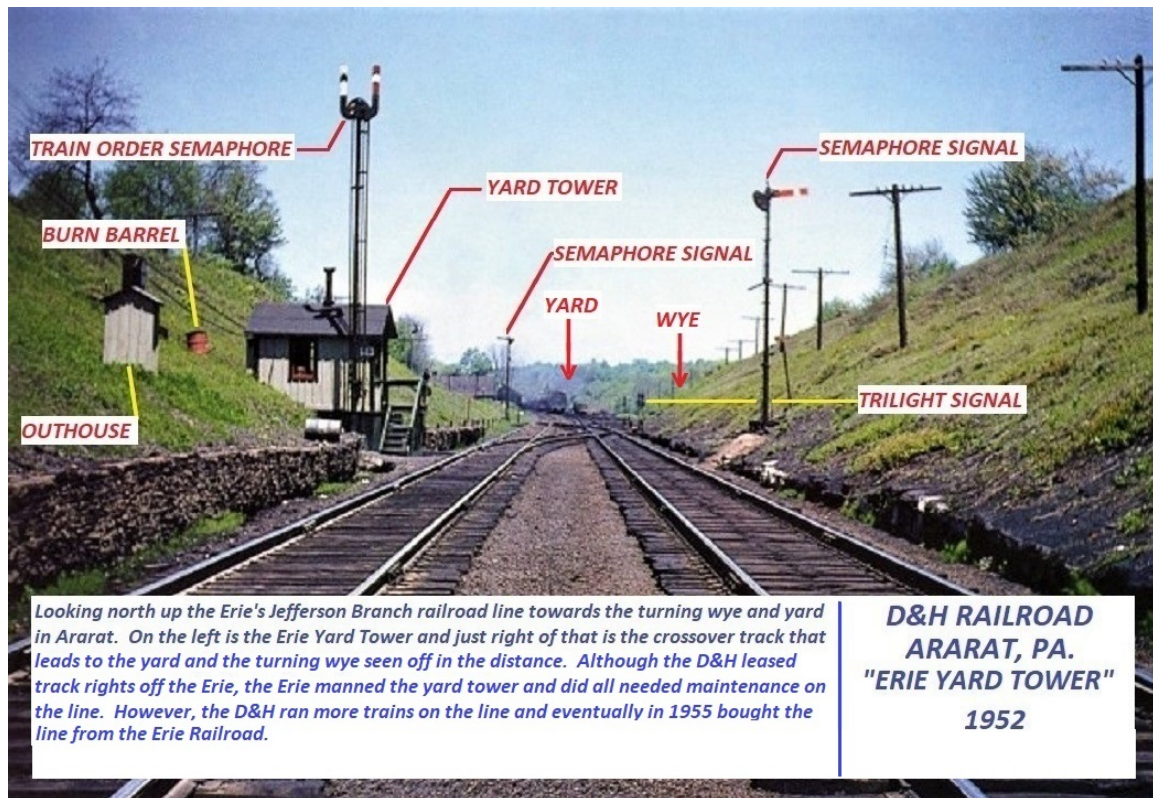
**D&H RAILROAD  
JERMYN, PA.  
1911**

**PHOTO B**











North bound D&H "Challenger" No.1527 steams by the Yard Tower in Ararat after making it to the summit there. The pusher locomotives will use the turning wye located here to head back to Carbondale to bring another north bounder up the line.

**D&H RAILROAD  
ARARAT, PA.  
1952**

TRAIN ORDER  
SEMAPHORE

SEMAPHORE SIGNALING A CLEAR TRACK

YARD TOWER



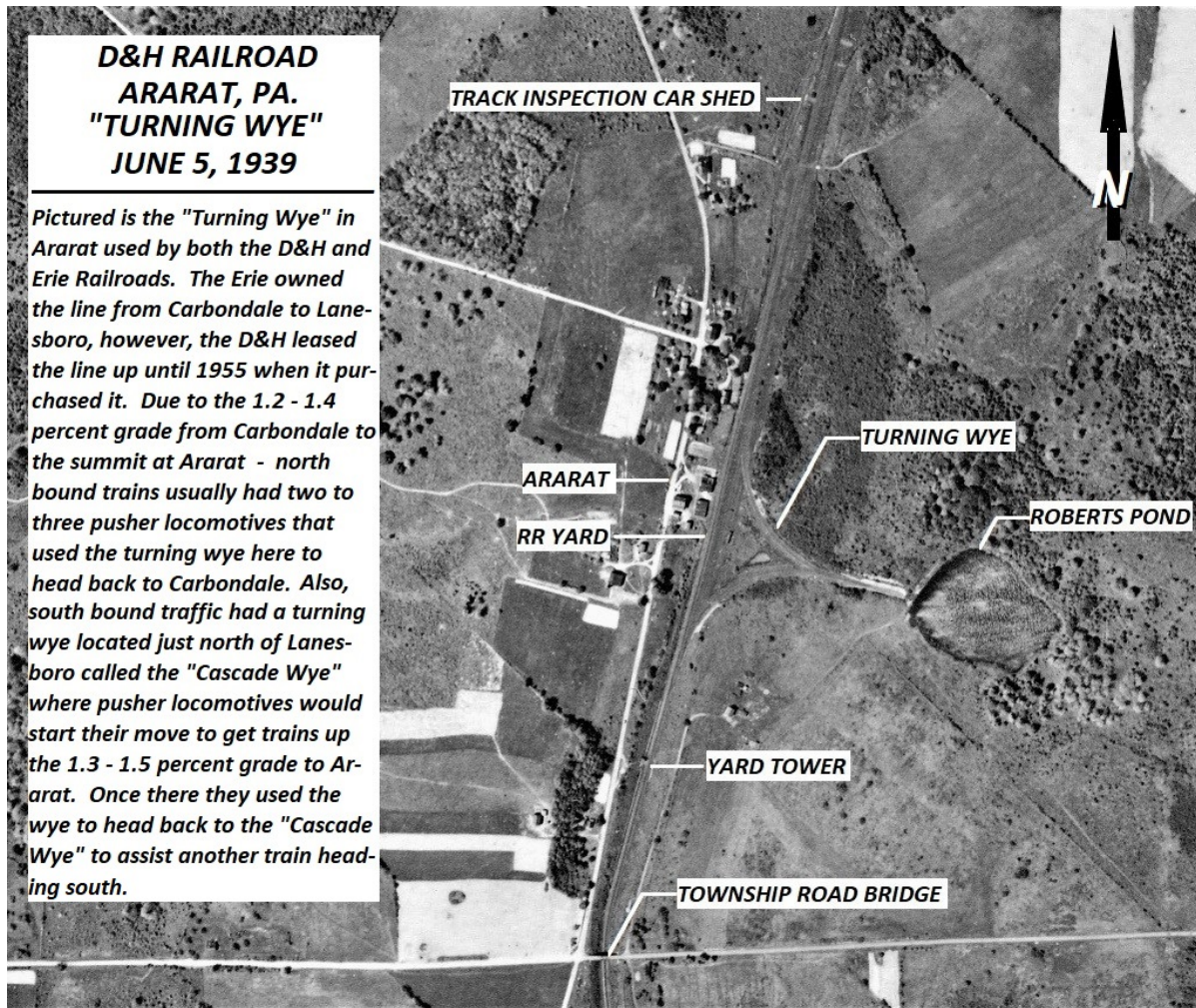
A southbound D&H "Challenger" No.1528 slows down a bit to pick up a train order from the Towerman. The Towerman is using a "message hoop" (long pole with a "Y" on one end) to pass the train order on to the engineer. The southbounder appears to be hauling a mixed freight manifest.

**D&H RAILROAD  
ARARAT, PA.  
Circa 1950**

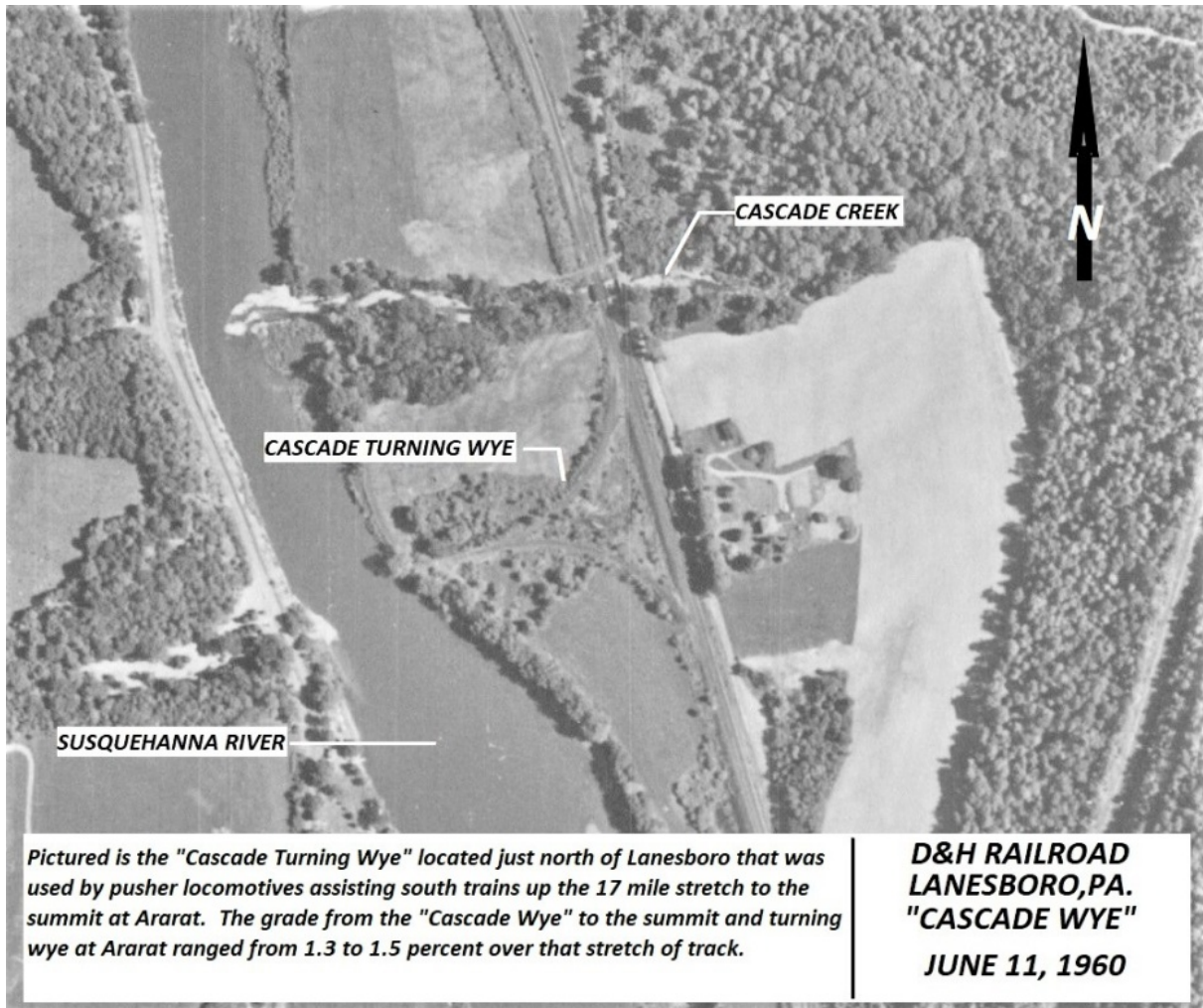


**D&H RAILROAD  
ARARAT, PA.  
"TURNING WYE"  
JUNE 5, 1939**

*Pictured is the "Turning Wye" in Ararat used by both the D&H and Erie Railroads. The Erie owned the line from Carbondale to Lanesboro, however, the D&H leased the line up until 1955 when it purchased it. Due to the 1.2 - 1.4 percent grade from Carbondale to the summit at Ararat - north bound trains usually had two to three pusher locomotives that used the turning wye here to head back to Carbondale. Also, south bound traffic had a turning wye located just north of Lanesboro called the "Cascade Wye" where pusher locomotives would start their move to get trains up the 1.3 - 1.5 percent grade to Ararat. Once there they used the wye to head back to the "Cascade Wye" to assist another train heading south.*



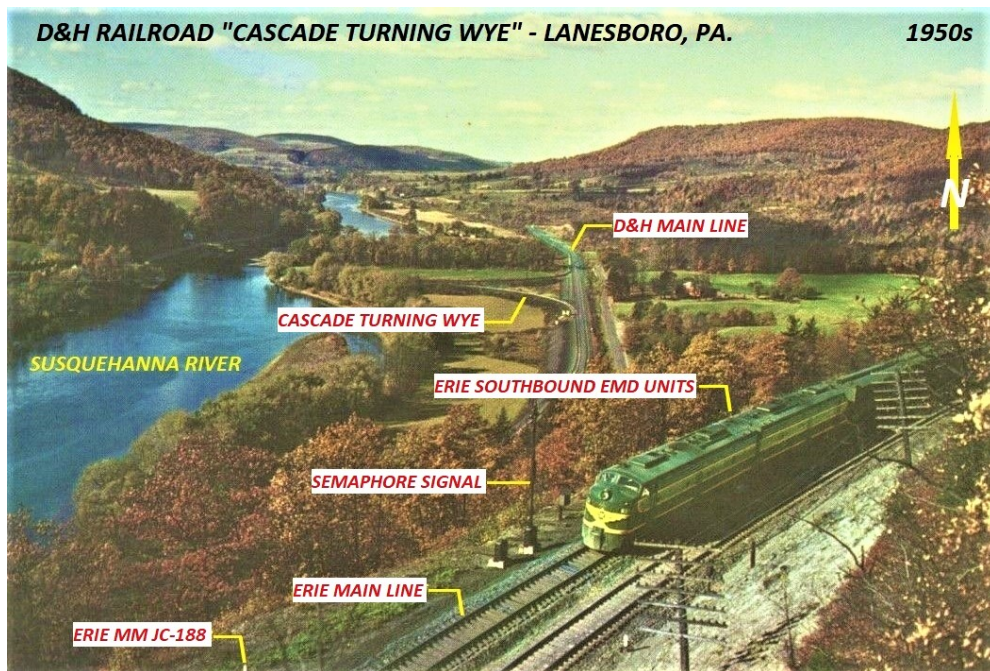
Wye at Cascade:



*Pictured is the "Cascade Turning Wye" located just north of Lanesboro that was used by pusher locomotives assisting south trains up the 17 mile stretch to the summit at Ararat. The grade from the "Cascade Wye" to the summit and turning wye at Ararat ranged from 1.3 to 1.5 percent over that stretch of track.*

**D&H RAILROAD  
LANESBORO, PA.  
"CASCADE WYE"  
JUNE 11, 1960**





154. Addition for Volume XII: Water tower: Central Bridge/Carbondale:



*D&H Water Tank, Central Bridge, NY; tank moved to Carbondale on February 26, 1934, and placed near the welding works. Photo courtesy Bridge Line Historical Society and Mike Bischak, July 3, 2019.*



E-mail from Breezy, July 3, 2019:

“Hello Dr. Powell,

Attached is a photo of the water tank at Central Bridge, NY. It's one of the contact photos I'm scanning for the BLHS that was in those binders I received from Jim at the luncheon [on June 1, 2019]. As I scan the photos, I try to research the structures by the valuation maps I have of the D&H, as these photos have very little info on them. When I looked up this water tank photo, the revisions on the valuation map noted that the tank was moved to Carbondale near the welding works on 2/26/34. It won't show on the maps I gave you of Carbondale yard as they were drawn in 1918 or 1919. Just another one for your ever-growing collection!

Have a good 4th. Breezy”

**155. Addition for Volume XV:** Photo posted by Thomas Pemrick on Facebook on July 7, 2019; location identified by Bill Boardman as Colonie Yard in Watervliet, NY, better known as the “North Gate”



[RailPictures.Net” Image Copyright Donald Haskel]

156. **Addition for Volume XV:** Photograph of Binghamton D&H turntable; photo posted by Patrick J Cassidy on Delaware and Hudson Facebook page on July 10, 2019:



“This turntable was at Bevier Street, under I-81. It's now gone. It's a sand trans-load facility now. I would imagine NS police patrol it. Canadian Pacific put a new turntable in over at E. Binghamton that they use now.” Mike Bischak, July 11, 2019



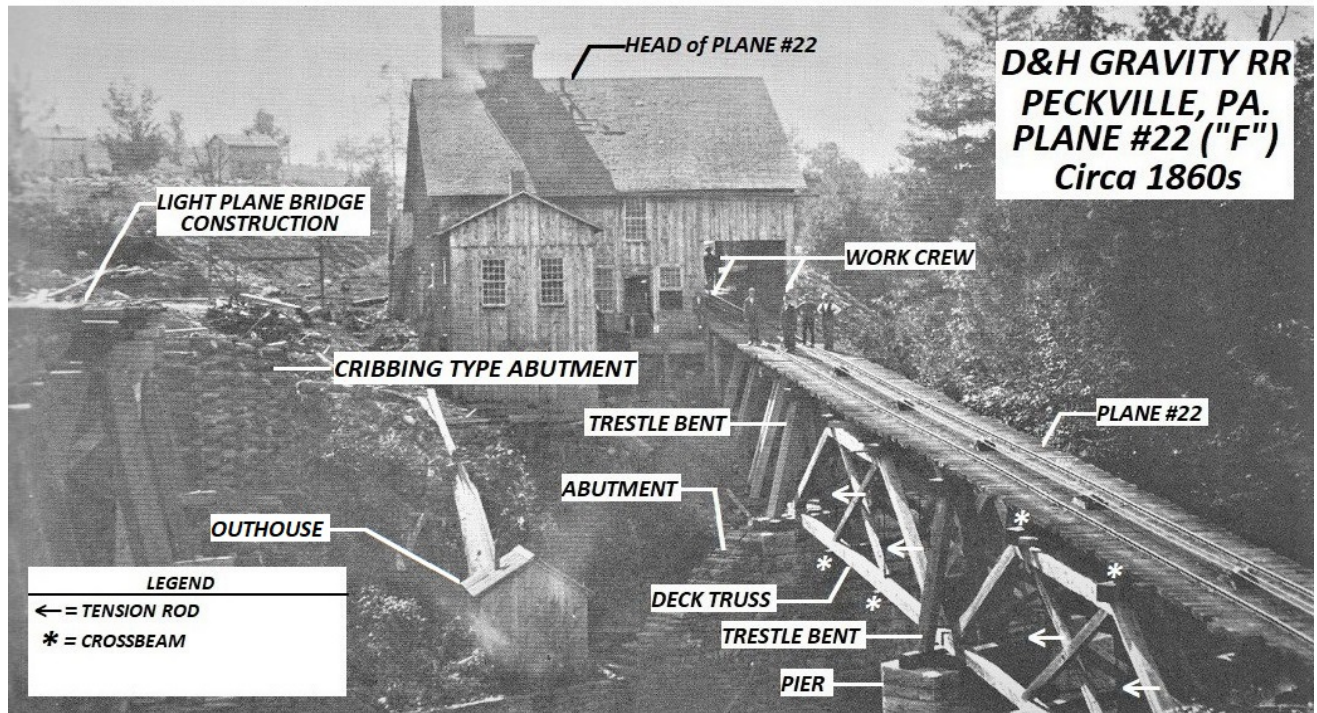
157. **Addition for Volume XIV:** D&H General Electric U33C #755 leads train AM-4 (Allentown to Montreal) northward through Carbondale yard, March 23, 1978. Photo by Mike Bischak made available for use here on July 10, 2019:

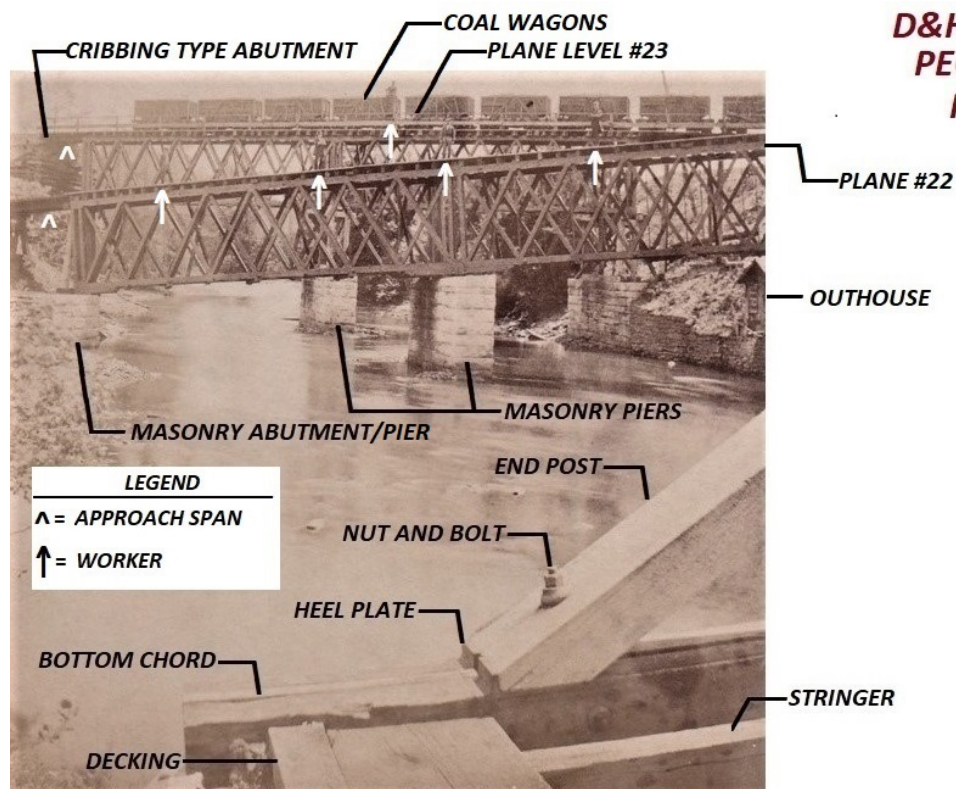




158. **Addition for Volume III:** Plane No. 22 and Level No. 23 at Peckville; from Stacy Gardner, July 16, 2019:

*View looking east at the Head of Plane #22 in Peckville. The bridging that carries the plane over the Lackawanna River is very complex being made up of timber deck trusses (with scissored diagonals, tension rods, and crossbeams) and trestle bents that help to support the upper bridge decking. This bridge would be replaced later by a new steel deck truss bridge to carry the loaded track - seen here on the left in it's early stages of construction.*





**D&H GRAVITY RR  
PECKVILLE, PA.  
PLANE #22**

**1879**

*View looking north along the Lackawanna River at the remains of the old timber deck truss that carried gravity Plane #22 over the river and the new Plane #22 bridge. Above that is the Plane Level #23 bridge. Both bridges are deck type two span Howe Trusses with two deck type beam/girder approach spans (one span on each end). The Plane Level #23 bridge has double bents supporting the Howe Trusses above it's masonry pier and pier/abutments while the Plane #22 bridge has a masonry pier and two masonry pier/abutments directly supporting the Howe Trusses. Also, both bridges have timber crib type abutments.*

**159. Addition for Volume III:** Two bridges on Level No. 25 over the Lackawanna River at Archbald: (1) the Howe truss bridge (the lower bridge) on Level No. 25 to the foot of Plane No. 26, and (2) another bridge of the deck trestle bent type (the higher bridge); see photo below from Stacy Gardner, July 18, 2017; see also SRP's D&H Volume III, p. 370.

What is the deck type trestle bent bridge? Two hypotheses were advanced and rejected by S. R. Powell and Stacy Gardner, at which point Powell recalled a statement that was made by Ed Casey, at a presentation that he made a number of years ago in Archbald on the Gravity Railroad. Here is that statement:

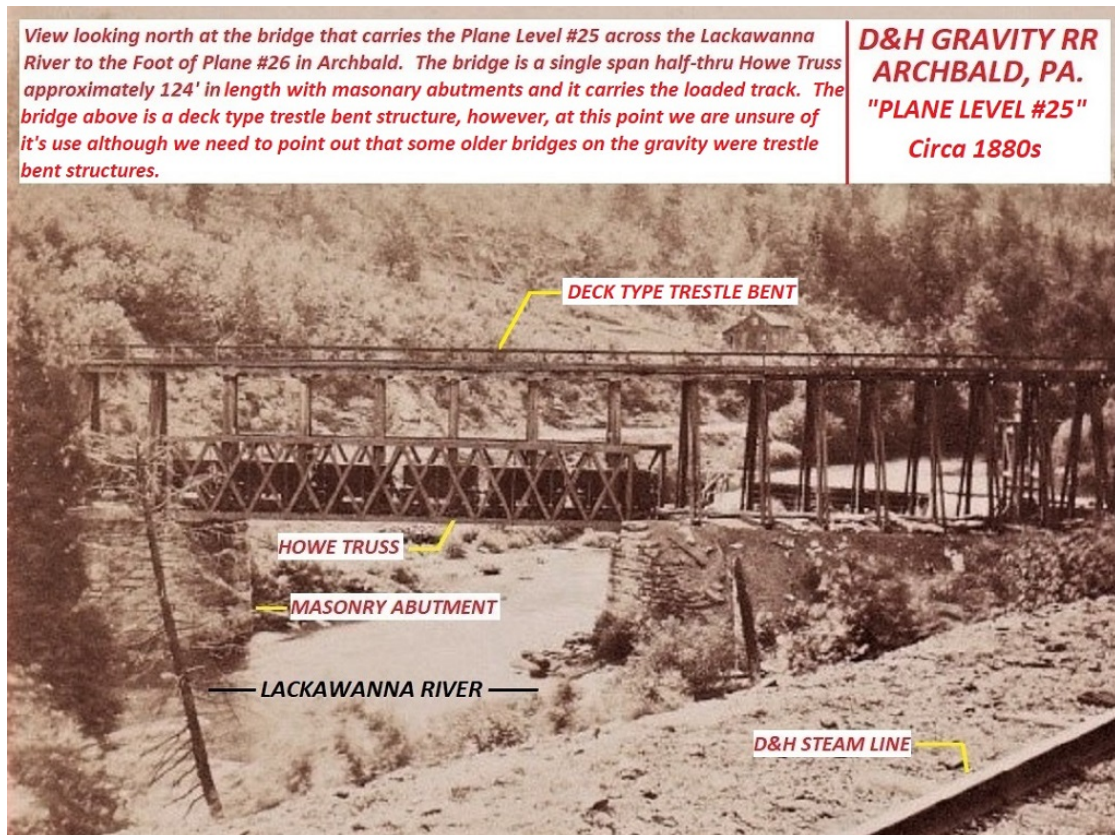
**Ed Casey, May 13, 2013, speaks of the Eaton Mines:**

"The Eaton mines were established on the West mountain above Main Street in the summer of 1856. To get the coal to the Gravity cars [on the other side of the Lackawanna River before



Level No. 25 was built] an inclined plane, running parallel to the mine opening, was constructed on the hillside. A trestle was built to carry the cars, pulled by horses, over the river to connect with Planes Nos. 1 and 2."

Photo with identification labels by Stacy Gardner:



Working as a research team, therefore, we (Gardner, Powell, and Casey) have learned the purpose the trestle bent bridge shown in the photo given above: to move, in the period 1856-1859, loaded Gravity coal cars from the Eaton breaker to the foot of Plane No. 1 (in 1859 Plane No. 1 was replaced with Plane No. 26), and to move empty Gravity coal cars back to the Eaton breaker).



160. **Addition for Volume III:** Gravity Railroad bridge, south of Olyphant, on the rail line from the foot of Plane No. 23 to Valley Junction to Providence; photo with identification labels from Stacy Gardner, July 20, 2019; see also SRP's D&H Volume III, p. 315:



*View looking north/northwest at the two span half-thru truss timber bridge over the Lackawanna River near Olyphant. The bridge connects gravity Plane #23 (Aka. "G") with the D&H steam line which leads to Providence. The bridge consists of scissored diagonals (two sets each span) and tension rods (three sets each span) that go through both the top and bottom chords, and the three crossbeams below each of the spans. The bridge decking is supported by several crossbeams and it has a masonry pier and abutments. The bridge was replaced in 1883 by a new metal bridge. Of note is the masonry stone wall, along the west bank above the bridge, to protect against high water erosion.*

**D&H GRAVITY RR  
OLYPHANT, PA.  
VICINITY PLANE #23  
1860**

From Stacy Gardner's labeled photograph, we learn not only the structural details on the bridge but also that the Lackawanna River is seen here flowing from right to left ("Of note is the masonry stone wall, along the west bank below the bridge to protect against high water erosion.")

161. **Addition for Volume VIII:** Four Gravity Railroad passenger cars at Farview Station. Photo in the collection of the Wayne County Historical Society. Special thanks to Stacy Gardner for finding this photograph on the WCHS Facebook page on July 25, 2019.



Farview Station, with (from left to right) two open-air excursion cars, a passenger coach, and a combination freight/passenger car, with brakeman and conductor.

162. **Addition for Volume XII:** FA Tower, Oneonta D&H Yard, September 1976, posted on Facebook on July 27, 2019 by Patrick J. Cassidy. From the vantage point of this bridge, over the years, countless photos of the D&H yard at Oneonta were taken.





163. **Addition for Volume XVI:** “The saga of D&H Auxiliary Tender No. 35508” by Stacy Gardner, July 29, 2019:



*D&H auxillary tender No.35508 escapes fire damage at the D&H Bevier Street Roundhouse fire on October 7, 1974. When it was in service back in the late 1940s and early 1950s the tender served with D&H Challenger No.1517 extending the locomotive's non-stop long distance travel.*

**D&H RAILROAD  
BINGHAMTOM, NY  
BEVIER ST. YARD  
OCTOBER 7, 1974**



*Pictured is auxillary water tender No.35508 which was once used by D&H J-Class 4-6-6-4 Challenger No.1517. The 35508 allowed the Challenger to travel non-stop over long distances. At the end of the railroad's steam era the tender was used for MOW operations - then in 2000 the CP Railroad had the tender shipped to the Ogden Shops in Calgary when it was overhauled and painted for service with CP 2816. CP 2816 is a 4-6-4 Hudson type built for the railroad in 1930.*

**D&H RAILROAD  
BINGHAMTON, NY  
1986**





**2000 - Old auxillary tender for D&H Challenger No.1517 is being shipped to the CP RR Ogden Shops in Calgary, Ab for overhaul and paint.**





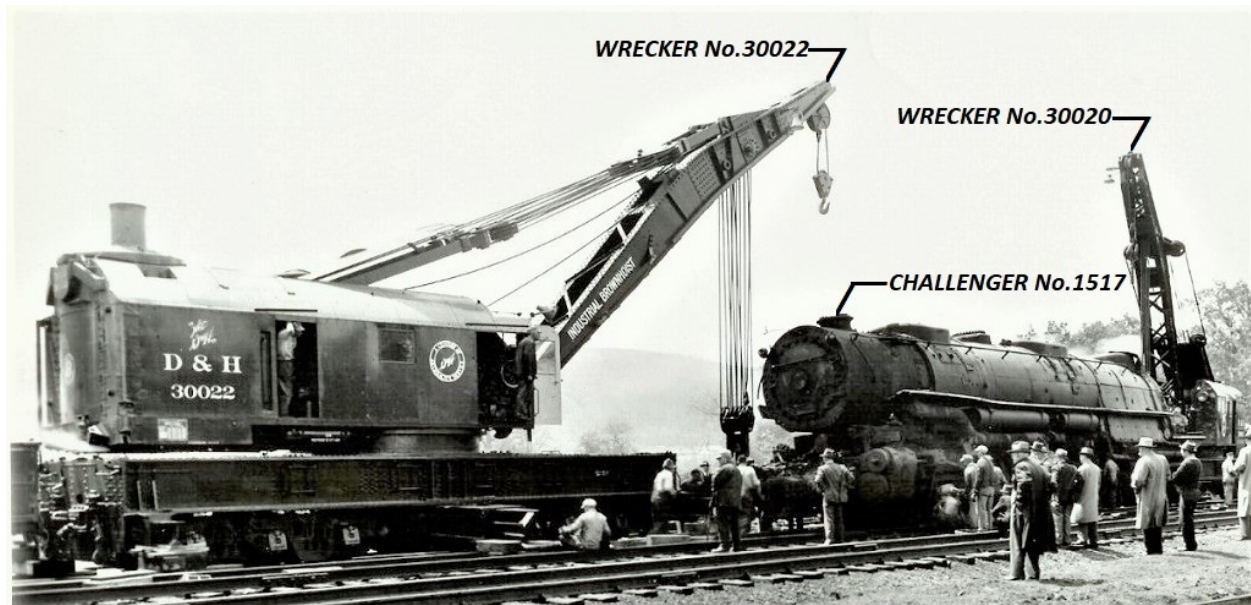
*Pictured is the former D&H RR auxillary tender No.35508 outside the Ogden Shops after being overhauled and base painted. The tender once used with D&H Challenger No.1517 was shipped from Binghamton, New York last year and after final paint will team up with CP No.2816, a 4-6-4 H1b Hudson type steam locomotive, and serve as an auxillary tender for her.*

**CP RAILROAD  
CALGARY, AB, CAN  
OGDEN SHOPS  
JANUARY 2001**



*CP No.35508 (EX D&H 35508) IS BACK IN SERVICE AS AN AUXILLARY TENDER FOR CP No.2816. 2004*

164. **Addition for Volume XII:** Derailment of D&H Challenger No. 1517 at Central Bridge, NY, May 1945. Photo with commentary from Stacy Gardner, July 31, 2019.



*D&H "INDUSTRIAL BROWNHOIST" 250-ton wrecker No.30022 with assistance from D&H "INDUSTRIAL BROWNHOIST" 160-ton wrecker No.30020 has finally gotten Challenger No.1517 on her feet after the locomotive's derailment in February. No.1517 laid on her side for almost three months while waiting for Industrial Brownhoist to build a crane big enough to pick her up.*

**D&H RAILROAD  
CENTRAL BRIDGE, NY  
DERAILMENT  
MAY, 1945**

End of Addendum II